

China ^{The} Mail

TO-DAY'S DOLLAR, — The closing rate of the dollar on demand, to-day was $1\frac{1}{8}$ 3/16.

bilious?
PERHAPS ITS EYES.

LAZARUS

Hong Kong's Only European Optician

13, Queen's Road, Central.
Telephone Mr. Cooper. C. 2203 for appointment

HAVE BRITISH 'TROOPS' A SALUTARY EFFECT?

Replying to a question in regard to the Canton fighting, Mr. Henderson stated that there were five warships on the West River patrol, three of which were at Canton. The remainder were disposed in accordance with the situation. Arrangements had been made to provide for military reinforcements, if necessary.—Reuter.

The position, so far as can be gathered here, appears to be that overture leaders in Nanking, after a deliberation, decided not to give up Hankow without fighting. It had previously been thought

THESE ARE THE RESULTS:

addition of the wounded men in Government Civil Hospital.

Ag—Renter

ordered her to pay \$5, or go to jail for ten days.

ENGAGEMENT ONE OF POSITIONS

The Ironsides, acting for themselves to the north of the city, and relying partly on guerrillas to the north-east of Canton, frantically endeavoured to convert the war into one of positions. The Cantonese defenders, on the other hand, aided to some extent by their Northern reinforcements, stolidly confined the battle to one of positions.

When you will marvel at the most wonderful South Sea scenes ever depicted.

ic, it will mean a heavy set-back
to the Kwangsi offensive.

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ENGLISHMAN, 25 years of age, six years' experience in Hong Kong, desires Position. Good knowledge of Bookkeeping, General Office Management, Typewriting, Correspondence & Salesmanship. Speaks Chinese, both Mandarin and Cantonese. Reply Box No. 627, c/o "China Mail."

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WESTOVER-STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:
MISS RUTH CULLEY
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Camb. Teachers' Diploma.
MISS GERTRUDE TURNER
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MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed. "China Mail" Office, No. 34, Wyndham St. Telephone Central 22.

HONG KONG ART CLUB.

THE ANNUAL EXHIBITION will be held at No. 7, Queen's Road 1st floor (above Mercantile Bank) on Dec. 18th, 19th and 20th. The Exhibition will be open from 10 a.m. to 7 p.m. Admission 50 cents.

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PUBLIC AUCTIONS.**PUBLIC AUCTION.**

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 16th day of December, 1929, at 3 p.m.; at the Offices of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
1.	ft. ft. ft. ft. ft.	ft. ft. ft. ft. ft.	ft. ft. ft. ft. ft.	ft. ft. ft. ft. ft.
As per sale plan.	10,800	10,800	10,800	10,800

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PARTICULARS OF THE LOT.

No. of Lot.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
1.	ft. ft. ft. ft. ft.	ft. ft. ft. ft. ft.	ft. ft. ft. ft. ft.	ft. ft. ft. ft. ft.
As per sale plan.	15,500	15,500	15,500	15,500

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No. of Lot.	Boundary Measurements.	Contents in Square Feet.	Annual Rental.	Upset Price.
1.	ft. ft. ft. ft. ft.	ft. ft. ft. ft. ft.	ft. ft. ft. ft. ft.	ft. ft. ft. ft. ft.
As per sale plan.	1,600	1,600	1,600	1,600

DAIRY FARM NEWS.**WEEK END SPECIALTY****DEVONSHIRE PUDDING**

60 cents per lb.

The Dairy Farm Ice & Cold Storage Co., Ltd.

NOTICES.**NOTICE.**

A BRIDGE and MAH-JONG
DRIVE in aid of the Hong Kong Benevolent Society will be held at the Helena May Institute on MONDAY, December 16, 1929, from 8.30-6 p.m. A charge of \$2 will be made. Ladies who are willing to be responsible for a table are asked to communicate with Mrs. H. G. Sheldon, 25, Peak Mansions, before December 5.
Tea will be provided free of charge. Come one—Come all.

THEATRE ROYAL.

December 14, 16, 17, 18, 19, 20,
23 at 9.15 p.m.
Matinee December 18 at 4.30 p.m.
(Children half price)

THE GEISHA

Booking at ANDERSON'S.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions—

The undersigned have received instructions to sell by Public Auction
ON
THURSDAY, December 12, 1929,
commencing at 5.15 p.m.,
at their Sales Room,
Duddell Street.
A Collection of
POSTAGE STAMPS
On View from Wednesday, December 11, 1929.
Catalogues will be issued.
Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, Dec. 9, 1929.

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HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—
Island. Feet.
Victoria Peak 1823
Signal Station 1774
Mt. Parker 1784
Mountain Lodge 1725
The Eyrie 1725
Peak Hotel 1805
Tatoo Sanatorium 1000
Mt. Davis 877
Bowen Road (filterbeds) 297
Mainland. Feet.
Tatoo Shan 3124
Kowloon Peak 1971

**ANOTHER LIFE OF
MRS. EDDY**

THE CHURCH PUBLICATION
COMMITTEE AROUSED
AUTHENTICITY DENIED

New York, Nov. 2.
The magazine, the "Outlook," had hardly reached the news stands yesterday with the first instalment of a new biography of Mary Baker Eddy before clashing statements had been issued by Mrs. Fieta Campbell Springer, the author, and Orwell Bradley Towne, the Christian Science Committee on Publication. The net result appeared to be the beginning of a new fight between the Mother Church and a biographer of its founder.

Mr. Towne's statement, intimating that Mrs. Springer's work was not authentic, the same charge which was directed against that other recent biography, "Mrs. Eddy, the Biography of a Virginal Mind," published by Scribner's, over which a fight has been waged several months. It follows: "The first instalment of Mrs. Fieta Campbell Springer's book entitled 'According to the Flesh,' has been brought to my attention. So far as may be judged from this first instalment, the biography seems to be a composite of various biographies and articles previously published.

Asked to Check Work
"When the news of her effort first became public, Mrs. Springer was approached by a representative of the Mother Church and asked to check her manuscript with some one representing Mrs. Eddy and the Christian Science Church for reliability of material used and accuracy of treatment. This Mrs. Springer refused to do, declaring that she wished to be independent.

"At the same time she acknowledged she had conferred at length with those known to be hostile to Mrs. Eddy and the Christian Science movement. It is doubtful whether a biographer who declines to consult with known authorities on the subject treated, as well as with personal friends and acquaintances still living, could give a proper evaluation to so great a figure in the religious history of the United States as Mary Baker Eddy."

To which Mrs. Springer replied: "What Mr. Towne has to say is substantially what is said every time anything is written about the Christian Science Church or about Mrs. Eddy with which they do not thoroughly agree. Part of what he has to say is untrue.

Wrote to C. T. Smith
"I repeatedly addressed inquiries to Mr. Clifford T. Smith in Boston, who is at the head of all the publication committees. In fact, Mr. Towne himself gave me Mr. Smith's address and name upon my inquiry as to who was the proper person to address.

"I have in my hands correspondence from the trustees of the will of Mrs. Eddy as well as what purports to be a sincere group of letters from both Mr. Towne and Mr. Smith. It is precisely the kind of correspondence that I, as biographer, addressed to many other sources of material for this book."

Parkhurst Whitney, of the "Outlook's" board of editors, said that the magazine's view of Mrs. Springer's work was that it was "one of the most enthralling biographies we have read in many moons."

Will Not Stop Biography
The magazine, he made plain, does not wish to antagonize officials or members of the Christian Science Church, but it will not discontinue publication of what it considers a fair and sound appraisal of Mrs. Eddy and an artistic story of her life at the demand of the church, if such a demand is made.
The church already was embattled with Scribner's. Book-sellers in many American cities have reported threatened boycotts by members of the church if they continued to sell the Scribner book. In one city, Atlanta, although there are at least nine book stores, only one has "Mrs. Eddy" for sale, it was learned.

The editors of the "Outlook" yesterday were curious about what action may follow.

LIFE OF ROMANCE**Death Of Macleod Of Macleod**

A life of romance and adventure has closed with the death at Horsham, Sussex, of Norman Magnus, the 90-year-old Macleod of Macleod. He was the 23rd Chief of the Clan Macleod.

When he left Harrow in 1855 he joined the old 74th Highlanders Regiment, now the 2nd Battalion Highland Light Infantry. He served in India, Gibraltar and Malta, retiring with the rank of captain in 1872.
At Gibraltar he was the hero of a remarkable incident. A sentry

**ALLEGED BREACH OF
CONTRACT**

MELTING POINT OF SOLID
WAX
TWO SYSTEMS USED

His Honour the Puisne Judge (Mr. Justice J. R. Wood) delivered judgment yesterday afternoon at the Summary Court, in the case in which Ip Tak, trading under the style of Ip Tak & Co., 38A, Queen's Road Central, sued the Yee Lee Cheung Firm, No. 20, Wing Lok Street, claiming \$1,000 damages for breach of a contract for the supply of 25 tons of paraffin wax of which defendants had refused to accept delivery.

Mr. E. Davidson appeared for plaintiff, and Mr. H. C. Lee defended.

In his judgment, His Honour said, in part:
The plaintiff is the seller and the defendant the buyer under a contract for the sale and purchase of paraffin wax. The buyer has rejected the goods and the seller sues for damages for alleged breach of contract. The buyer submits that he is entitled to reject the goods on the ground that they are not in accordance with the specification contained in the contract. The contract is in writing. It contains the following specification: "A.M.P. 125 deg./127 deg." It is agreed that the meaning of this specification is "American Melting Point" between 125 degrees and 127 degrees Fahrenheit. The "melting point" is the temperature at which solid wax melts, which temperature is the same as that at which the same wax, when molten, will solidify.

British v. American
It appears from oral evidence given, and also from scientific text books (which are accessible to the Court under Ordinance 2 of 1889, s. 26 (4)), that the "American Method" of ascertaining the melting point of paraffin wax is to immerse 7/8th of the bulb of a thermometer in a given quantity of molten wax, and then allowing the wax to cool to note the temperature at which a "spider" extends on the surface of the wax from the edge of the liquid to the bulb of the thermometer. The "American Melting Point" is the result ascertained by this method. The "British Method" is different. In this method, the bulb is completely immersed, the wax is allowed to cool, and periodical readings (each period being sixty seconds) are noted. It is known that when the solidifying point is reached, the wax gives out heat, which arrests the fall of the thermometer for a time. At this stage in the process the readings of the thermometer remain constant for a series. The stationary figure is accepted as the melting point.

Question for Decision
The question for decision is which is the proper test applicable to decide the "American Melting Point" in the present contract.

The parties have had a course of dealing in paraffin wax extending over 30 years. During this period the transactions have been occasional only. All contracts have been "A.M.P." i.e. have had an American Melting Point in the specification. No similar question has arisen between the parties in respect of any other contract in the series. A recent contract (subsequent to that here involved) has been mutually performed, without discussion.

Had this contract been of a date prior to 1922, it could not have been contended that the "American Melting Point" mentioned therein was anything else than the result of the American method exactly pursued; and not any arbitrary figures assumed to be its equivalent.

Onus On Plaintiff
The onus lies here upon the plaintiff to show that this interpretation has been recently displaced by a novel commercial custom in this market which he contends to be applicable to his contract. This onus he seems to me not to have discharged.

For this reason I hold that the "American Melting Point" of this paraffin wax for the purpose of this contract is 124 degrees F., which is not in accordance with contract specification, and the plaintiff's claim for damages therefore fails. My judgment is for the defendant with costs.

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with PICTURES of all local events
is given free in the
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CHINA NEWS, LOCAL NEWS**and all the NEWS.**

The Weekly paper that saves you
the trouble of writing Home.

Bias Bay's latest contribution to the history of piracy in this part of the world might appear even more fantastic than some of the exploits of the Spanish Main. Those who actually came into contact with the devils, however, including the gallant officers of the Mercantile Marine, will bear eloquent testimony to the utter ruthlessness of the "Haiching" gang, who were repelled and, later, chased off by the Royal Navy. Not only to impress people at Home, but also to provide them with more than interesting reading, one should send an account of the affair.

The "Overland China Mail," the only illustrated weekly news budget published in Hong Kong, contains a fine description of the attack, counter-attack and other incidents on the "Haiching." Special pictures have been included. The demand has been enhanced and the supply limited. Be certain of filling your requirements before it is too late. The printed matter can be cut out, if necessary, and sent via Siberia as a letter. Hong Kong's imagination has been stirred. That of folks in the Old Country has been captured. And a copy of the "Overland" is sure to be appreciated.

There is much else in the "Overland." Readers will be told what has occurred at Nanking — to necessitate the evacuation of non-Chinese women and children, including a number of Britons. The horrors of war in China will be brought home to those who see the short versions in the Home papers. Sympathy will be evoked for those in the danger zone — of which there are more than one.

In short this week's "Overland" is well worth sending away. The cost is little. If it is too much trouble, just leave an order with the "Overland China Mail" and everything will be done for you.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office, on your part, and at a one-and-only cost of H.K.\$5.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a hint to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired!

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S.S. "HILDA" Sails on or about 24th December.
M.V. "REMO" Sails on or about 2nd January.

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From Hong Kong.
M.V. "HIMALAYA" Sails on or about 28th December.
M.V. "VIMINALE" Sails on or about 7th January.
S.S. "HILDA" Sails on or about 25th January.
M.V. "REMO" Sails on or about 4th February.

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TENYO MARU	Thursday, 23rd January.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
YOKOHAMA MARU	Monday, 16th December.
MISHIMA MARU	Tuesday, 14th January.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAIONE MARU	Saturday, 14th December.
SUWA MARU	Saturday, 28th December.
SYDNEY & MELBOURNE via Manila & Ports.	
TANGO MARU	Wednesday, 25th December.
AKI MARU	Wednesday, 22nd January.
BOMBAY via Singapore, Penang, & Colombo.	
TASMANIA MARU	Saturday, 14th December.
TOTTORI MARU	Friday, 27th December.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
ANYO MARU	Sunday, 22nd December.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAMAKURA MARU	Thursday, 2nd January.
NEW YORK, BOSTON via Panama.	
TAKAKA MARU	Saturday, 14th December.
LIVERPOOL via Port Said, Constantinople, Genoa.	
DAIKU MARU	Saturday, 14th December.
CALCUTTA via Singapore, Penang & Rangoon.	
MURORA MARU	Sunday, 15th December.
AKITA MARU	Sunday, 29th December.
SHANGHAI, KOBE & YOKOHAMA.	
BINGO MARU (Moji direct)	Monday, 16th December.
AKI MARU (Nagasaki direct)	Friday, 20th December.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—**NIPPON YUSEN KAISHA.**
Tel. Central No. 292, 3897 and 3821. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.	
ANDES MARU	Friday, 13th December.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
MANILA MARU	Tuesday, 24th December.
BOMBAY—Via Singapore & Colombo.	Friday, 20th December.
SUMATRA MARU	Friday, 3rd January.
MEIGEN MARU	(Calls at Penang & Karachi.)
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
MEXICO MARU	Thursday, 2nd January.
CALCUTTA—Via Singapore, Penang & Rangoon.	
CELEBES MARU	Thursday, 19th December.
TACOMA MARU	Thursday, 2nd January.
(Calls at Belawan, Deli.)	
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
PARIS MARU	Sunday, 22nd December.
ALABAMA MARU (From Shanghai)	Friday, 27th December.
MELBOURNE—Via Manila, Brisbane & Sydney.	
SYDNEY MARU	Friday, 18th December.
HAIPHONG—Via Hobei & Pakhoi.	
NEW YORK—Via Japan ports, San Francisco & Panama.	
YAWA MARU	Wednesday, 3rd January.
JAPAN PORTS	
ATLAS MARU	Friday, 13th December.
SEATTLE MARU	Tuesday, 24th December.
HONOLULU MARU	Sunday, 29th December.
KEELUNG—Via Swatow & Amoy.	
HOZAN MARU	Sunday, 15th Dec., Noon.
CANTON MARU	Sunday, 22nd Dec., Noon.
TAKAO—Via Swatow & Amoy.	
DELI MARU	Thursday, 19th Dec., 10 a.m.
TAKAO & KEELUNG.	
BATAVIA MARU (Calls at Amoy)	Thursday, 12th December.

For further particulars, please apply to—**OSAKA SHOSEN KAISHA.**
Tel. Central No. 4055, 4059, 4090. **M. TAKEUCHI, Manager.**



SHIPPING SECTION.

THE N.K.K.'S LATEST YANGTZE VESSEL

PUBLIC INSPECTION OF THE "LOYANG MARU"

DECIDED ACQUISITION

The s.s. "Lo-Yang Maru," the newest addition to the N.K.K. lower Yangtze fleet and the largest boat plying between Shanghai and Hankow, was opened to public inspection recently at the N.K.K. dock, when a reception was given aboard ship by officials of the line.

A feature of the pleasing affair was the arrival on the "Nagasaki Maru" of Baron Fukuo, president of the N.K.K., who came to Shanghai especially to view the craft before she starts her initial voyage to Hankow.

He expressed himself as well pleased with the excellent product turned out by the Kiangnan Dock & Engineering Co., and was joined by over a hundred friends of the line who after inspecting the ship proclaimed her to be one of the finest appointed ships on the Yangtze service.

Plenty of Accommodation

She has been placed in the capable hands of Captain H. Takeo, senior officer of the N. K. K. line, who has an able staff under him, and who was justly proud of the honour done him.

Her passenger accommodation has already been booked in capacity for her initial run and it is believed that she will open up a new era in Yangtze service.

Her length overall is 341 ft. and she has a beam of 48 ft. She draws 13 ft. when loaded and her gross tonnage is 4,385 tons. She is equipped with two triple expansion engines capable of 3,600 horsepower and in her trial runs she exceeded the specifications calling for 15 knots.

Passenger accommodation includes: special first class, 20 beds in 12 rooms; special second class 10 beds in five rooms; Chinese first class, 32 beds; second class, 34 beds and third class 172 beds.

All rooms are spacious and are fully equipped with running water, electric lights, etc. She has all the appointments of a first class ship, and her interior fittings are especially noteworthy.

Some Attractive Cabins

The dining saloon is finished in a fashionable and artistic manner, the side wall panelings are of five-ply oak with teak frames, the upper parts of which are covered with silk. The ceilings are paneled in five-ply oak enameled white. The floor place is of solid teak with a marble hearth set in the centre with special "Magical" electric fire by the General Electric Co. of China. An imitation coal fire gives a realistic flame and smoke effect throwing out considerable heat. The upholstery is a harmony of colour and good taste.

The lounge and music room in design is a combination of modern and ancient classical style. The upper part of the paneling is of birch and covered with damask tapestry and the lower paneling is of birch with teak frames painted in white enamel for lighting effect. Overhead is a large dome skylight finished in stained leaded glass with flower design. Round this dome is arranged soft concealed lighting which will give a very pleasing effect.

To eliminate noise the floor is covered with coloured "Rubino." The room is fitted with a grand piano, easy chairs, settees, card tables, writing desk and small chairs. A refreshment bar is arranged adjacent.

The main stairway to first class saloon is of specially selected teak, with two Grecian "Pegasus" carved on the main pillars. A clock in suitable carved paneling surmounts a specially selected picture by famous Japanese artist, completes the design.

Elizabethan Smoking Room

The smoking room is a reproduction of the Elizabethan period. The walls are paneled in teak with characteristic coars having silver-plated mountings. The ceilings are paneled in birch and teak. The windows are large oblong "Crittall" windows. Four angular cosy corners are arranged in the room and mahjongg tables are fitted in each. Historical shields are worked into the design of the panelings. A teak fire place in keeping with the period encloses a marble hearth and an electric imitation coal fire. This floor is also covered with delicate "Rubino," and due regard has been paid to the comfort of passengers by the provision of settees and easy chairs. A leaded glass dome is fitted to this room from the centre of which hangs a beautiful bronze chandelier with electric candles giving a soft effect to the whole. Ceiling fans are fitted throughout the accommodation. The Japanese social hall situated on the boat deck is designed by a Japanese architect and the special timber materials were imported from Japan. The floor is laid with 16 Tatami. The room is fitted with Tokonoma Chigaidana and Shoin.

PASSAGE RATES REDUCTION

Reductions in passage rates by steamship companies for military passengers, under certain conditions, have been granted. The C.P.R. Line have made a reduction of 10 per cent. for Naval and Military passengers and their wives and families travelling between ports of call in the Orient. The Blue Funnel Line offer the same reduction to Naval and Military families paying three singles fares from Hong Kong to England, and 15 per cent. if more than four fares are paid. This concession does not apply to journeys to intermediate ports. The P. & O. and B.I. Line offer the same concessions as the Blue Funnel Line, but the reduction is available for intermediate journeys.

CARGO BOAT STRIKE COMMENCED

TEN THOUSAND MEN & FIFTEEN HUNDRED VESSELS INVOLVED

PROTEST AGAINST TAXATION

The river at Shanghai presented a somewhat deserted appearance on account of the strike of some 10,000 cargo boat coolies who normally operate about 1,500 native cargo lighters. A strike was thought to be brewing on account of the decision of the Chinese authorities to increase the taxation on their craft. Formerly, merely a registration fee was demanded but according to a recent order made by the Chinese authorities a tax has been introduced on a tonnage basis.

On December 1, all steamers berthed at the buoys, with the exception of a minority which are worked by lighters owned by private foreign companies, were idle, and, where the lighters were at wharves, to discharge or take on cargo as the case happened to be. There was no cargo delivered to lighters from steamers at wharves but the wharf coolies continued work as usual. Meetings of the representatives of the Native Cargo Boat Owners Guild were held at the headquarters of the Guild at 70a, Kyih Ching-fang, off Avenue Edward VII. There have been no demonstrations and the strikers are behaving in an orderly manner.

What the Quarrel is About
Agitation has been going on against this tax since the middle of September when the loadahs threatened to strike against what they described as an iniquitous tax, which was described as the "vessel tax." This called for a registration fee of \$4 and the strikers are mostly due to the Bureau of Public Utilities for Greater Shanghai.

In September, it will be recalled, when the rice crisis was at its height, the situation was aggravated by the fact that loadahs refused to land their stores as a protest against the tax, which they considered both illegal and exorbitant. They demanded the immediate cancellation of the tax and formed themselves into a fight against the tax. An ultimatum was accordingly sent to the authorities that a general strike would be declared if their demands passed unheeded.

As most of the loadahs are engaged in bringing rice and other food-stuffs to Shanghai from the outer districts, the general fear was expressed that great hardships would be worked on the people. Accordingly, the merchants got to work and the commission for the Reorganisation of Shanghai Commercial Organisation brought the matter to the notice of the Mayor of Greater Shanghai, and General Chang Chun was appealed to to cancel the tax. General Chang promised to do what he could, but the matter, but refused to commit himself as to its cancellation, and later an announcement was made that, instead of paying a monthly tax, the loadahs could pay in a somewhat reduced lump sum, viz., \$4 annually. This proposition was accepted and the threatened strike was averted but apparently the Bureau of Public Utilities did not fall in line with General Chang's suggestion and the outcry was raised of a fortnight or so ago that the tax was not cancelled. Many times higher than those which the loadahs paid in 1927. The junkmen then gave notice that, if the tax were not reduced or rescinded altogether, a general strike would be declared as the result of the officials' refusal to accede.

PASSENGER LISTS

ARRIVALS

Per s.s. "Changto" from Australian ports, December 11:—
Dr. G. G. Fenton, Dr. R. Reidy, Miss J. Mickle, J. A. M. M. Maloney, Mr. and Mrs. R. B. Dunlop, Mr. and Mrs. J. F. Ryder, Mr. and Mrs. R. F. Barton, Mrs. M. Paul, Mrs. E. R. van Someren, S. Coleman.

DEPARTURES

Per "Persuade" for United Kingdom via ports, December 10:—
Mr. and Mrs. A. H. Preece, A. J. Pilgrim, N. H. Bennett, Mr. and Mrs. C. Ward and daughter, Mr. and Mrs. H. M. Hodges.

Per s.s. "Asama Maru" for Shanghai, Japan, San Francisco and Los Angeles, December 11:—
Mr. Carver, Mrs. A. L. Miller, L. B. Stiles, P. U. Eibang, L. van Leeuwen, Mr. and Mrs. S. S. Mack, O. Kranen, Mrs. Munthe, G. Grantham, R. E. Manders, J. Scott Harston, Major Scott Harston, A. J. Heard, Major Campbell, Mrs. M. E. Brooke, E. A. Kobza, Vice-Admiral Sir A. K. Wainwright, K.C.B., R.N., Payr, Lt. D. P. Evans, R.N., Payr, Lt. W. G. Weeks, R.N., Mr. and Mrs. F. T. Waller, son and daughter, Dr. and Mrs. J. L. Maxwell, D. Campbell, Mrs. A. Morrison, E. Leaver Harrison, Felix Bauer, Mr. and Mrs. G. Philipp, Mr. and Mrs. E. E. Norgren, L. D. da Silva, Mrs. A. Molle, J. M. Moller, Major J. Carter, S. N. Castle, Mr. and Mrs. M. L. Regue, O. L. Winston, George Keller, Mr. and Mrs. B. D. Stevens, Mrs. Johnson Street, Mrs. Frank Morgan, Mr. and Mrs. H. E. Miller, Mr. and Mrs. M. H. Upson, Mr. and Mrs. E. Peppercorn, Mrs. M. and Mrs. L. H. Crawford, B. T. Wilson, Thomas H. D. Liddicoat, Mrs. Mary E. Liddicoat, Mr. and Mrs. Louis D. Lippay and two daughters, Mr. and Mrs. L. M. Rubens and two daughters, Mrs. W. O. Betts, Mr. and Mrs. Robert H. Moore, G. M. Fullerton, Mr. and Mrs. I. M. Mitchell, E. Cooper, G. J. Betts, Mrs. M. Stokes.

MORE STORMY WEATHER

RIVER THAMES STILL RISING

RAIN EXPECTED

Rugby, Yesterday.
A renewal of gale conditions occurred during the night round the coasts and in Southern England, where rain fell heavily. The weather was fine but windy inland this morning, but a moderate gale with rough sea is reported in the Channel. A continuation of stormy weather is expected. The embankment walls along the Thames in Grosvenor Road, Westminster, have been considerably reinforced since they gave way in January, 1928, and it has so far been unnecessary to issue flood warnings to residents in that area.

Thames Valley Scenes

Rugby, Yesterday.
A renewal of southerly gales caused by a very deep depression approaching from the Atlantic is, according to the weather forecast, likely to be severe on the South-West Coast of Britain. Meanwhile, although a heavy swell has been running, an interval in the violence has enabled many ships to mend their steering gear and to continue their voyages or to make for ports when the damage was serious. The s.s. "Tynebridge," for instance, has repaired her steering gear and cancelled a call for assistance, and is returning to Falmouth to land one dead and two injured men.

Inland, and particularly in the Thames Valley, floods are causing anxiety. Since yesterday, the Thames has risen nearly one foot at Molesey and the rate of flow during the last twenty-four hours was nine thousand million gallons as compared with an average flow of two thousand million gallons for this time of the year.

The authorities have established a special watch on the river so that adequate warning can be given if a danger arises of the floods breaking through the embankments in London. There is no immediate fear of this happening, but the floods in the Upper Thames valley are higher than when it occurred last year, and more rain is forecast. At Reading, which is almost surrounded by water, the river is twenty-six inches above normal, and at Maidenhead, it is four feet above normal. There are also wide flood areas in other parts of the country.—British Wireless Service.

WARSHIPS IN PORT

British warships in port this morning were:—
In basin of R.N. Dockyard: "Tamar," "Petersfield," "Magnolia," "Marazion," "Cornflower." At north arm: "Sterling." West wall: "Kent" (flagship). In Dock: "Sepoy," "Seraph." Whampoa Dock: "Cornwall." No. 4 Buoy: "Herald." No. 5 Buoy: "Hermes." No. 7 Buoy: "Iroquois." No. 13 Buoy: "Seamew." The only foreign man of war in port was the Italian cruiser "Libia."

MOVEMENTS OF STEAMER

The P. & O. s.s. "Jeypore" left Singapore for this port on December 6 at 11 a.m., and will arrive on December 13 at about daylight.

Five boat people—3 women and 2 men—were charged at the Marine Court this morning with mooring their sampans within low water mark. They were each fined \$3.

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DECEMBER.	
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S. S.	Tons	From Hong Kong About	Destination
*BELTANA	—	18th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*ALPORE	5,573	18th Dec.	Strait, Colombo & Bombay.
*MALWA	10,980	21st Dec.	Marseilles & London.
*KHYBER	9,114	25th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	16,568	1930 4th Jan.	Bombay, Marseilles & London.
LAHORE	5,584	11th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.

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BRITISH INDIA-APCAR SAILINGS.

*TAKIWA	7,936	14th Dec. 2:30 p.m. 1930	Singapore, Penang & Calcutta.
TILAWA	10,006	1st Jan.	Singapore, Penang & Calcutta.
TALAMBA	8,018	3rd Jan.	Singapore, Penang & Calcutta.
TAKADA	9,949	14th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	28th Jan.	Singapore, Penang & Calcutta.
TAKIWA	7,936	10th Feb.	Singapore, Penang & Calcutta.
SHIRALA	7,841	22nd Feb.	Singapore, Penang & Calcutta.
TILAWA	10,006	3rd Mar.	Singapore, Penang & Calcutta.

* Calls Rangoon.

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EASTERN & AUSTRALIAN SAILINGS (South).

*ST. ALBANS	4,500	3rd Jan.	Manila, Sandakan, Thursday, Island,
NELLORE	5,853	31st Jan.	Cairns, Townsville, Brisbane, Syd-
TANDA	5,956	28th Feb.	ney & Melbourne.

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London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*JEYPORE	5,318	13th Dec.	Shanghai, Moji, Kobe & Yokohama.
KEIVA	9,135	21st Dec.	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	9,715	21st Dec.	Moji & Kobe.
	9,949	24th Dec.	Amoy, Shanghai, Moji, Kobe & Osaka.
TAKADA	9,949	1930	
MANTUA	10,946	8th Jan.	Shanghai, Moji, Kobe & Yokohama.
NELLORE	5,853	7th Jan.	Moji, Kobe, Osaka & Yokohama.
TALMA	10,000	7th Jan.	Amoy, Moji, Kobe & Osaka.
KARMALA	9,128	17th Jan.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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HUMOURS IN LIFE OF AN ORGANIST

PIGS AND PANCAKES: IMPRO-
VISING A NATIONAL ANTHEM,
UNEXPECTED CRITICS

Dr. J. Kendrick Pyne's long service to the art of music particularly in the office of city organist of Manchester which he has held for over fifty years, was warmly acknowledged recently at a large gathering of his friends and admirers held in the Town Hall.

Dr. Pyne, in response, was most delightfully reminiscent. Reference had been made so frequently, he said, to his long stay in Manchester that he must almost appear to be a species of musical Rip van Winkle. But his 52 years in the city, actively spent in different occupations, had gone like "a watch in the night," and usually most happily.

Classical Music

Telling how he came to Manchester in 1875, a little before the Town Hall was completed and the organ delivered from Paris, and how Alderman Abel Heywood offered him the appointment of city organist some months later, he went on to speak of the position of classical music in England in those days. There were virtually only two permanent orchestras in England—London and Manchester. Though many municipal authorities had vague and nebulous longings in the direction of providing musical education for the masses, they were afraid of the cost. It might be said of them—adapting the lines of the poet—that, "though they were on music bent, they had a frugal mind." Admittedly a full band was a costly undertaking, and when such costly expenditure was then urged—out of the rates—sharp and irrelevant things were said. In opposition to such a proposal a gentleman in another city said one day that "a full band is the most expensive form of noise."

At least three important towns besides Manchester had fine organs—Liverpool, Bristol, and Birmingham. Apparently there was something about this special form of entertainment that made it agreeable to the average mind. This was voiced by a foreigner who visited England and said: "Granted four things—a fine building, a fine instrument, fine music, and a fine player—I doubt whether anything could be more satisfactory on the whole."

Early in the history of the Manchester Town Hall organ—which being novel, was very popular—many distinguished visitors came to the city. One of the first was Princess Mary of Cambridge, the mother of Queen Mary. She came on three occasions, and he always found her a most discriminating lover of music. The Crown Prince of Austria also came a short time before his tragic end.

Persian National Anthem! Later came the Shah of Persia. The Shah was much impressed when the organ was loud—judging

by the inordinate rolling of his eyes. He appeared to be very much mystified at his own national anthem, and did not seem to recognize it, "I was not altogether surprised at this," added Dr. Pyne, "because I was suddenly called upon to play this Persian tune, and knowing nothing whatever about it, I simply extemporised something as weird, unearthly, and blood-curdling as I could imagine."

The next visitor was the Rajah of Kutch, a superb-looking potentate, very handsome, and clothed in white satin covered with emeralds. "I spoke to him afterwards," said Dr. Pyne, "and he discussed Indian music—modes, quarter tones, eighth tones, and the smaller divisions of the scale. He astonished me by insinuating that we English were good sailors, soldiers, and traders, but bad musicians. He had heard English music, he added, and it was all out of tune. Well, I thought I must stand up for the honour of old England, and so I said to him that I had heard Indian music played by the King of Siam's band, and that it was not only out of tune, but perfectly innocent of tune at all. He did not resent this, however, but graciously invited me to pay him a visit whenever I liked."

An Aristocratic Organ
Prince Albert Victor paid a visit, coming from York, and requested a performance which had been suggested to him by Princess Mary of Cambridge. "I pleased him vastly," said Dr. Pyne, "by unearthing a composition of a relative of his—Duke Ernst of Saxe-Coburg-Gotha, an interesting little Romance, tuneful and elegant." Princess Louise came and was most amiable. She said the organ had the most refined tone she had ever heard. "My reply was," said Dr. Pyne, "Yes, madame, it is a well-bred instrument, a real aristocrat; none of your ordinary bourgeois."

One of the conditions he made for himself when he accepted the appointment of city organist was that he would try to introduce new modern composers. It had therefore always been a source of gratification to him that he was the first to play Cesar Franck in Manchester. The introduction of new composers did not always meet with approbation, and sometimes after a novelty he would get unpleasant messages. Whenever he considered the criticism to be outrageous he said nothing, but put the offending music down for the very next concert.

The engagement of eminent organists at the Town Hall proved very successful; most of the greatest English and foreign performers came—and among them Saint Saens and Gullmunt. His weekly performances were attended by many celebrities. Among them he recounted Sir Charles and Lady Halle, Olga Neruda, Dayas, Dr. Richter, Petri, and Bonnet. One night he had Busoni, Ysaye, and Solti together. Afterwards Busoni always came when in the neighbourhood, and at Busoni's request he would play in its original form either the Bach movement that the great pianist had finished or one the arrangement of which he was contemplating.

WORLD COURT OF JUSTICE

SAFEGUARDS AGAINST WAR
BEFORE IT IS FORGOTTEN

THE PEACE PACT

Rugby, Yesterday.
A "White Paper" is issued setting forth the considerations which led the British Government to sign the optional clause of the Statute of the Permanent Court of International Justice, and dealing with the fears expressed in some quarters as to the consequences of that signature.

In a closely reasoned memorandum, the Government maintains that, as regards disputes of justifiable character, the signature of the optional clause is a logical sequence of acceptance of the pact of peace, since the legal remuneration of war, to be made effective, should be accompanied by definite acts providing machinery for the peaceful settlement of disputes.

By signing the optional clause the British Government hoped both to give the world a proof of their confidence in the Peace Pact as earnest of their desire to secure a peaceful settlement of justifiable disputes in which they might become involved, and also to do what lay in their power to stimulate other nations to do the same.

The memorandum refers to the discussions regarding the optional clause which took place between the different Governments in the British Empire which concluded at Geneva, when Great Britain, the Dominions and India decided to sign the clause.

In conclusion, the memorandum says that the question sometimes asked as to the safety of trusting British interests to a Permanent Court should really be transposed into the question as to the wisdom of leaving British interests without any safeguard except war, which Great Britain had undertaken not to wage.

The British Government maintain that the whole source of international development for many years has been in the direction of the substitution of arbitration for war, and they rejoice in the existence of an international court of unchallenged competence and impartiality to which disputes, at any rate of justifiable character, can be referred. Such reform they regard as an essential part of the effort to implement the undertakings of the Peace Pact, and to use the early years of peace in creating effective safeguards against war before its realities have been forgotten.—British Wireless Service.

AMBULANCE CORPS

Cup To Be Competed For
Twice Yearly

The Commissioner and members of the St. John Ambulance Brigade acknowledge with thanks the kind presentation made to the Brigade by Messrs. Eng Aun Tong in the shape of a massive silver cup.

This cup will be competed for twice annually, and the competition will be conducted on similar lines to that held for the "Ralphs Shield," and will comprise:—(a) Company Drill; (b) Stretcher Drill; (c) Inspection of Equipment; (d) Treatment of Injuries.

The competitions will be held in April and October. The marks obtained at each display will be combined after the October competition, and the cup will be awarded to the Division obtaining the highest aggregate marks at the two competitions.

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tions.

The Judges

Examiners other than officers of the Brigade will be invited to act as judges. Only four squads are to be permitted to enter the competition from each Division—16 men in all. It is expected that all divisions will compete for the trophy. The cup will be held by the winning division for one year and the names of the competitors will be inscribed on the cup.
The cup is known as the "Eng Aun Tong" Cup.

TSARIST'S DEATH

Former Governor-Gen.
of Finland

Helsingfors, Yesterday.
The death is announced at the age of ninety of Nicola Gerard, Governor-General of Finland during the Tsarist regime, who found asylum in Finland at the expense of the Finnish Government.—Reuter.

TRAM AND BUS

Fatal Collision At
Enfield

London, Yesterday.

Five persons were killed and 20 injured in a collision between a tramcar and an omnibus at Enfield. Both vehicles were overturned and wrecked.

The collision is attributed to the bus swerving to avoid a cyclist. The tramcar, after swaying turned turtle with a terrific crash. The passengers were imprisoned amid piles of broken glass. Some were severely cut.

The bus, which was a single decker, had the whole side ripped away. All the dead were in the bus.—Reuter.

AUSTRIAN REFORM

Vienna, Yesterday.
The Constitutional Reform Bill came into force to-day. President Miklas requested the old Government to remain in office. The President under the new Constitution assumes supreme command of the Federal Army.—Reuter.

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TAIPING		

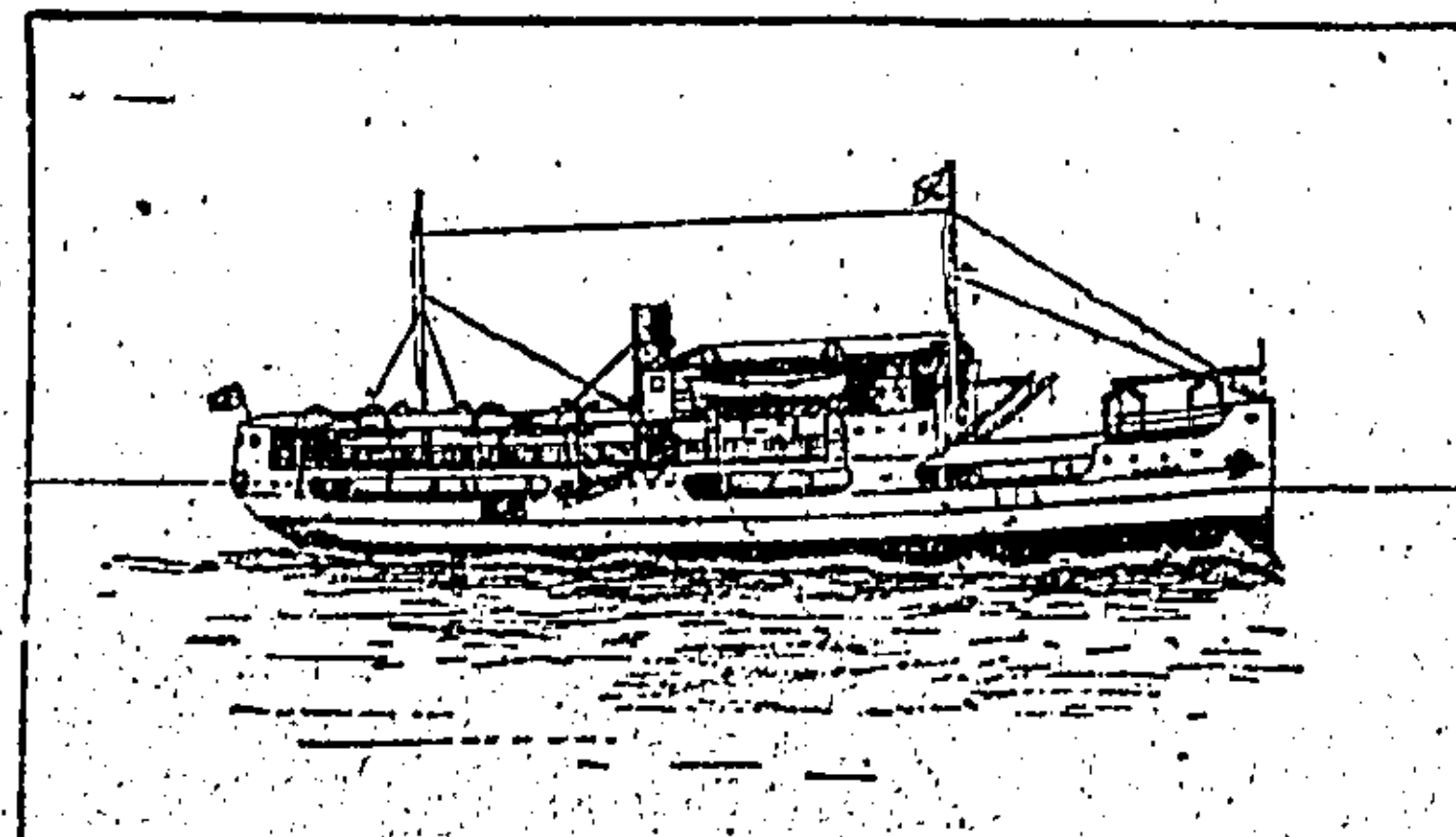
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A little learning is a dangerous thing;
Drink deep, or touch not the PYERIAN Spring.
THERE, shallow draughts intoxicate the brain,
And drinking deeply, sobers us again.

(Alexander Pope, Essay on Criticism).

PYERIS

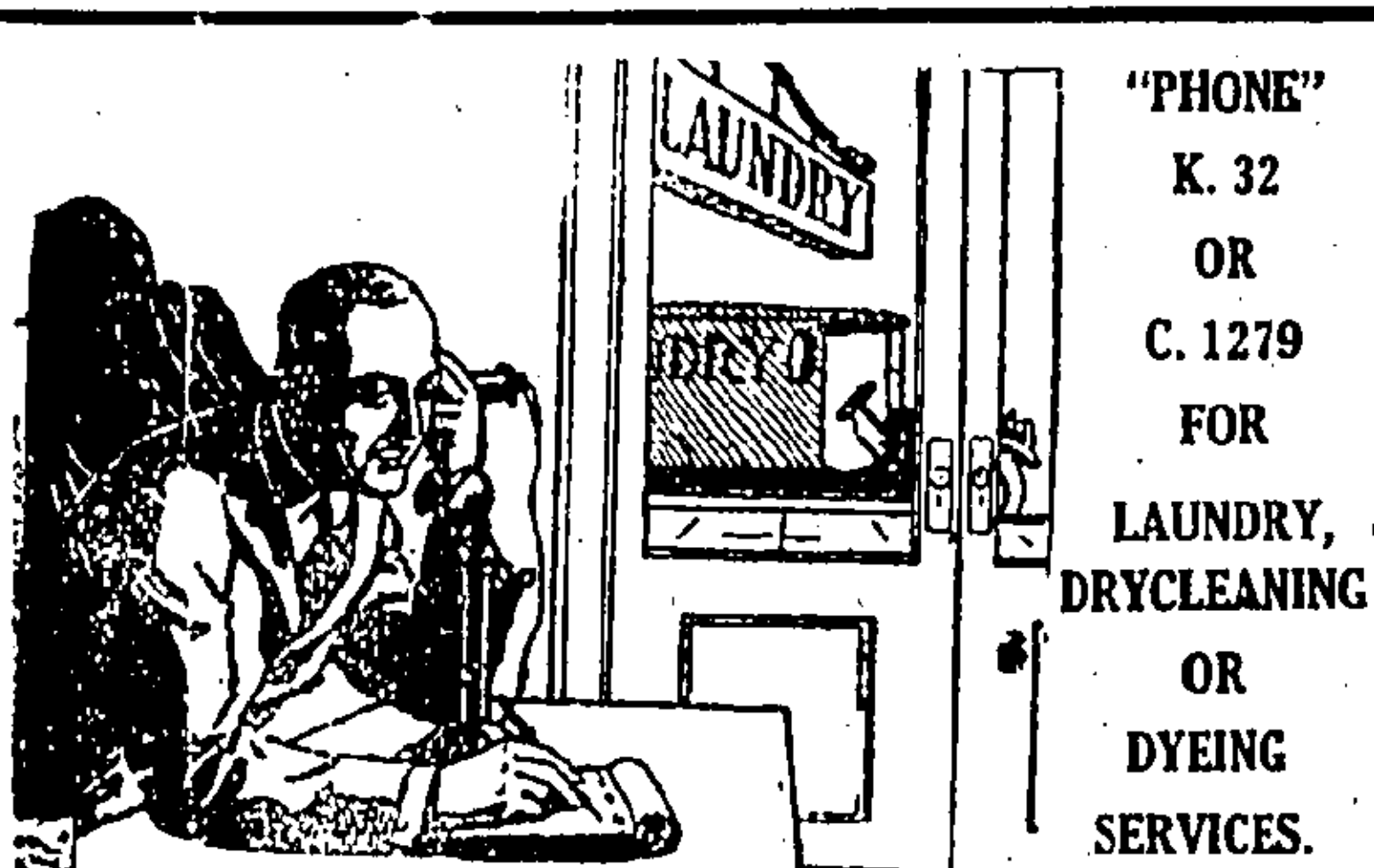
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Hong Kong, Thursday, Dec. 12, 1929.

RELIGION AND SCIENCE

The author of many profound
books on religious philosophy,
Canon B. H. Streeter, D.D.,
(Fellow of the British Academy),
who was interviewed by a "China
Mail" representative at the
Bishop's House this morning,
stated that his book "Reality"
had had the success almost of a
popular novel in Great Britain.
Another book of his, "The Primi-
tive Church," had been made
"the book of the month" by the
American Book Society.

Canon Streeter is a scholar of
international repute, and has
recently returned from the Con-
ference on Pacific Relations at
Kyoto, which he attended as a
member of the British delegation.
Whilst in Japan he gave a series
of lectures at the Imperial
University of Tokyo on "Science,
Philosophy, and Religion." His
book "Reality" has been trans-
lated into both Japanese and
Chinese and has enjoyed a wide
sale in the Orient. The lectures
which he delivered in Tokyo on
Science and Philosophy are to be
translated into Chinese.

Canon Streeter made the in-
teresting observation to our re-
presentative that Christianity
flourishes most amongst the edu-
cated classes in Japan, although
he would not care to apply the
same remark to China, not hav-
ing thoroughly studied the pos-
ition in that country. It was
significant, he added, that many
members of the Chinese Govern-
ment were Christians.

Asked what he considered

would be the effect of the exten-
sion of Christianity in China,
Canon Streeter replied that it
would do a great deal to solve the
problems of the hour—which
were ultimately moral problems.
Faith, honesty and trust appear-
ed to be the vital needs of the
people.

Canon Streeter's general stand-
point is that he believes that the
period when there was a conflict
between science and religion has
come to a close. The cause of
human progress requires both
science and religion. During the
last ten or fifteen years there has
been in Great Britain, and to a
different degree on the Continent,
a notable movement of the lead-
ers of both of these human ideal-
isms towards mutual comprehen-
sion. This should lead in future
to harmonious co-operation, re-
sulting in a new view of the
world, as well as a combined prac-
tical effect in making it a better
place.

Canon Streeter has served on
the Archbishop's "Commission
on Religious Education," and is
on the staff of the University of
Oxford and Queen's College. A
large part of his published works
have been devoted exclusively to
the problems of the relation of
religion to modern thought.

He had intended spending three
months in China, lecturing and
discussing with students ques-
tions concerning the relation of
Science, Art, and Religion, but
owing to illness, he has had to
curtail his holiday in Hong Kong
to two days, instead of a fort-
night.

In a lecture at the University
this afternoon Canon Streeter
will sum up the principles and
main results of the Conference
on Pacific relations at Kyoto, on
Friday at the Cathedral Hall at
5.15, he will address a meeting
on the subject of "The Problem
of Pain," considered as the great
difficulty to belief in God," and
at 8.30 p.m., at St. John's Hall,
will speak to students on "The
Conflict Between Science and Re-
ligion." Next week at the Cath-
edral Hall, on Friday, December
20, Canon Streeter is to meet
local ministers of religion and
educationalists, and will lecture
on "The Place of Religion in
Modern Education."

NEWS IN BRIEF

Major B. R. Mullaly, 10th Gurkha
Rifles, and Brigade Major Tientsin
Area, who has been Home on sick
leave, will embark for China in
January, and will resume his ap-
pointment. Captain P. J. Shears,
2nd Border Regt., who has been
carrying out Major Mullaly's duties
during his absence, will rejoin his
own regiment in India.

Five cases of small-pox were
notified yesterday and one case of
diphtheria.

A fine of \$5 on each of several
Chinese dog owners was imposed at
the Kowloon Magistracy this morn-
ing, on admitting either keeping
their dogs with no licences, or
allowing them to be abroad without
muzzles.

Colonel F. S. Exham, D.S.O.,
R.A.O.C., Assistant Director of
Ordnance Services, China Command,
who has been on a tour of inspection
in North China, returned to Hong
Kong on the "Empress of Asia"
this morning.

With two previous convictions
against him, a Chinese was at the
Kowloon Magistracy this morning,
sentenced to two months' hard la-
bour for the theft of a wooden rice
tub, from the ground floor of 95,
Kansu Street.

The Society of St. Vincent de
Paul acknowledge with grateful
thanks the following further dona-
tions in aid of Hong Kong's poor:
— Anonymous \$100; Colonial
Electric Co \$25; Club Lusitano
\$100; and Miss Sybil Joseph \$50.

A Chinese, described as a linguist,
was at the Kowloon Magistracy
to-day before Mr. W. Schofield
charged with the theft of four iron
rods from a building contractor at
Maple Street, Shamshuipo. He was
sentenced to ten days' hard labour.

Major J. L. P. MacNair, R.A.,
who has held the appointment of
Adjutant of the Royal Artillery in
Hong Kong, and who is going Home
in February, has been succeeded as
Adjutant by Captain C. R. Hodgkin-
son, R.A., who recently arrived in
Hong Kong from Home.

A Chinese was this morning
charged before Mr. A. W. G. H.
Grantham, at the Central Magis-
tracy, with cruelty to four full
grown chickens and three medium
size wild ducks by crowding them in
a basket large enough to hold only
two of the chickens. The Magistrate
imposed a fine of \$5.

Stated to have been suffering
from ague, a Chinese of no fixed
abode was at the Kowloon Magis-
tracy this morning before Mr. W.
Schofield charged with the theft of
a cotton jacket from another Chinese
living at Chung Hing Street.
The defendant was fined \$25 with
the alternative of one month's hard
labour.

"They were exhausted, when I
took them out," said Divisional
Inspector Stimson at the Kowloon
Magistracy to-day when a Chinese
woman was charged with over-
crowding ten chickens by putting
them in a crate that was too small.
A fine of \$5 was imposed. A
Chinese man was fined \$6 for plac-
ing three chickens and two ducks
one on top of the other in a basket.

Resident in the Colony since 1887,
a Chinese was at the Kowloon
Magistracy this morning charged
with the theft of 6 lbs. of copper
wiring the property of the Kowloon
Docks. It was stated that this
copper was old wiring from off the
H.M.S. "Cornwall," and was kept in
the electrical store. The defendant
was arrested by Mr. H. Marriott,
D.C.M., and when searched the cop-
per was found in the defendant's
hat and girdle! Sentence of 14
days' hard labour was inflicted.

MEN, WOMEN, AND AFFAIRS

Sir Basil Zaharoff As A "Mystery Man": Clever Swedish Scientist: A Canadian V.C.'S
Initiative And Courage

Europe's "Mystery Man"

"THE Mystery Man of Europe,"
who now lies ill in Paris,
has earned his title. Probably
less is known of Sir Basil
Zaharoff's early life than that of
any other famous man living.

He was born in a village in
Asia Minor, of Greek parents,
about 30 years ago; and that is
about the only authenticated fact
about his youth. It is said that
he sold newspapers as a child in
Constantinople. It is stated, on
better authority, that he entered
his uncle's shipping office in that
city and acted as a guide to tour-
ists in his spare time.

But it is a fact that, living in
a region frequently disturbed by
wars, and even more frequently
by rumours of war, he realised
before anyone else what could be
done by an astute man in the sell-
ing of munitions of war.

He began by selling a sub-
marine to Greece, sold two more
to Turkey, sold arms to both sides
in the Far-Eastern war, and, first
as an agent for Nordenfjeldts and
later acting for Vickers, he jour-
neyed up and down the world dis-
tributing munitions of war.

Acquiring great wealth, Sir
Basil Zaharoff bought a huge in-

terest in Monte Carlo casino; and
in 1918 he was knighted on the
recommendation of Mr. Lloyd
George. Now, old and sick, he
lies in Paris, too feeble to pull
the strings that once led to half
the capitals of the world.

Distinguished Scientist

AMONG the many distinguished
passengers on board the P. & O.
s.s. "Rawalpindi," which left on De-
cember 1 for Europe, were Professor
and Mrs. A. E. Enstrom, on their
return voyage to Sweden from Japan.
Mr. Enstrom, who has been one of
the several delegates of the Swedish
Government to the two world power
and engineering congresses recently
held in Tokyo, is the managing direc-
tor of the Royal Swedish Academy
of Scientific Industrial Research. He
has been organising and directing
with remarkable skill and success the
manifold work of this governmental
institute since its initiation ten years
ago, in which short space of time
its different laboratories have per-
formed a series of successful in-
vestigations on a number of technical
problems, which count among the
most important for modern industry,
and new or better constructions, ar-
rived at as a result of the Academy's
researches, have been released and
generally adopted by the Swedish in-
dustries concerned.

A V.C. Story

ACCORDING to the "London
Gazette" of June 8, 1917, Cap-
tain Thain Macdowell, who went
over from Canada in order to be
present at the Prince of Wales' din-
ner, earned his V.C. for his

By his initiative and courage,
with the assistance of two run-
ners, he was able, in the face of
great difficulties, to capture two
machine-guns besides two officers
and seventy-five men. . . . con-
tinuing to hold the position until
eventually relieved by his bat-
talion.

Captain Macdowell's own account
concludes up a delightful picture of
the incident.
Finding himself alone with two
runners and being anxious to acquire
a certain make of German officers'
revolver, he decided to search an ap-
parently deserted dug-out system,
posting his runners at the two en-
trances as a precautionary measure.
Rounding a dark corner, he found
himself face to face with a large
number of the enemy, who promptly
offered surrender. Unabashed, he
proceeded to disarm them and de-
spatched them up the stairs to the
open trench above.

The Real Cause

HALF-WAY through his disarming
operations the queue halted, and
Captain Macdowell feared that his
bluff had been called. Hastily retir-
ing with his back to the wall he
sternly commanded the remaining
Germans to lay down their arms and
march on. To his intense relief this
show of confidence again proved suc-
cessful.

It was not until afterwards that
he discovered the real cause of that
most disquieting pause in the pro-
ceedings. His runners, failing to
distinguish in the half-light these
men were already disarmed, shot
dead the first ten as they came out
at the top of the dug-out steps—a
contemptible which, not unnaturally,
had a discouraging effect on those
who were following after.

THE BRAINS BEHIND THE KREMLIN

SOME CHARACTER SKETCHES

THE Department of Foreign
Affairs, consequently, occupies
a unique position in the scheme of
the U.S.S.R. This explains why
its structure has been built up from
all sources without any relation to
the personnel of the old regime.
Out of over 1,000 officials who com-
posed the Ministry of Foreign
Affairs, only four lesser officials
have been kept on by Chicherin.
No diplomatist of the old regime
has ever represented the Soviets
abroad, even in the Consular ser-
vice.

In 1924, when the work of the
department had assumed a more or
less regular form, its board con-
sisted of Chicherin, Litvinoff, Kara-
khan, and Araloff.

Of the four, Chicherin alone was
competent to deal with foreigners.
Speaking several languages, a
university graduate and a talented
musician, and long familiar with the
technique of diplomacy, he was
marked out for the "historic" part
which he imagined he would be called
upon to play, that of link be-
tween the bourgeoisie and the new
world of the proletariat. His whole
programme resolved itself simply
into easing the points of friction
between the two systems, without
declaring himself until the day of
the final conflict between Com-
munism and the bourgeoisie.

Deceiving Foreigners
Chicherin, knowing well that
Russia is large and unknown, and
that there are a thousand ways of
hiding what goes on there from
strangers, thought that it would not
prove difficult for him to mislead
public opinion in other countries.
He was convinced that he would, for
example, be able to conceal from
foreign diplomatists the fact that
the foreign policy of the Soviet was
directed by the Third International.
He pretended that Zinovieff was
only the "Lord Mayor of Petrograd"

(this term had been used by Chi-
cherin in a letter addressed to the
Soviet representative in London).
He invented a story of his having
met the Bishop of Genoa—a meet-
ing, according to himself, sufficient-
ly important to re-establish friend-
ly relations with the Holy See.

Chicherin has never been allowed
a free hand. The Political
Bureau has no confidence in him.
The most humble labourer who hold
a red flag in the streets of Petrograd
in 1905 is recognised as a Bolshevik
of that era, but Chicherin has only
officially been a Bolshevik since
1918. He was given Litvinoff as a
colleague. It would be very
difficult to find two men who differ-
ed more widely.

On the one hand, Chicherin, a
former nobleman, a man familiar
with all the ins and outs of Western
life. On the other hand, Litvinoff,
a small tradesman from Warsaw,
a poor, naturally impertinent, with
a career behind him that was full
of incident, but showing no signs
of fitness for diplomacy. He is
still an adventurer.

Litvinoff's Attacks
It was impossible for these two
men to work together. Litvinoff's
attacks on Chicherin knew no limits.
He belittled him in front of his
subordinates; crossed out marginal

notes made by Chicherin on docu-
ments resolved from abroad; and
reported to the Political Bureau
scandalous accounts of the private
life of Chicherin. The Political
Bureau read Litvinoff's reports with
glee and filed them, summing up
the situation with the words "the
more these two men squabble the
more we shall know of what is
going on in the Department of
Foreign Affairs."

The Chicherin-Litvinoff break,
however, caused complications.
Litvinoff had succeeded in replacing
Araloff with his personal friend
Kopp. In consequence, the board
was split into two, the hostile
parties being Chicherin and
Karakhan opposed to Litvinoff and
Kopp.

Soviet Ambassadors
Karakhan is not very intelligent;
but gay, charming, and always in
a good humour. He knows how to
win the hearts of his subordinates.
Karakhan understands nothing
about foreign policy. His method
consists of finding out exactly what
are the wishes of the Political
Bureau; then all he has to do is to
carry them out. In spite of his
ready compliance, the Political
Bureau does not like Karakhan.
Invariably Stalin refers to him as
"that idiot."

Soviet diplomacy has no definite
structure. That is obvious. The
Political Bureau merely desires
officials who shall carry out their
orders, without initiative, without
reasoning, without questions, and
without argument. One finds
Communists of this description in
Russia. One such has only to be
sent abroad for six months, and he
understands that Stalin's foreign
policy is criminal and mad.

It is for this reason that the
staffs of the Soviet Embassies are
changed so often.

—G.B.

TEN YEARS AGO

[From the "China Mail,"
December 12, 1919.]

To-day's dollar is worth 5/- 2 1/2 d.

A Yarn About Sir Henry May:—A
commercial traveller who arrived in
Hong Kong yesterday had a good story
to tell about Sir Henry May. His
Excellency went, it seems, to Korea
on a shooting trip, accompanied by his
A.D.C. There he met a commercial
traveller (not this one), who, not
knowing him, began to talk of Hong
Kong. After praising the roads, he
mentioned that he hadn't seen the
Governor, who, the people were all
saying, was a pro-German. Sir Henry
then, rather tardily, disclosed his iden-
tity.

The commercial traveller, taken
aback but a bold face on it, asked
Sir Henry if the gossip was true. Sir
Henry said it was not true, but that
he didn't mind much what Hong Kong
people said, as they were always talk-
ing scandal. The story does not end
here. The commercial traveller told it
to the man who arrived yesterday,
and he in turn was retelling it not long
after to a man in the smoke room of
an Atlantic steamer. He said he had it
from the man himself, but could not
otherwise vouch for it. "It is quite
true," said the stranger in the smoke
room, "for I was the A.D.C."

A CITY OF FEAR

Suicides, Crime And Bankruptcy In New York

RUINED MARKET

Empty Savings Banks: Embezzlement Charges

WITHERED STOCKS

New York, Nov. 13.

New York is like a city with the plague. Every house is afflicted with the blight of withered stocks. The ruined market is the death-knell of a thousand hopes, and fear has replaced the light-hearted gaiety with which New Yorkers a few months ago went about their business.

People gather at street corners, turning feverishly to the latest news of a fresh collapse, when only recently they could be seen pointing triumphantly to rising profits.

RUMOUR'S GRIM HORROR

Rumours add their grim horror to the calamity, for scarcely an hour passes but there is a story that some well-known broker or financier has committed suicide. The newspapers hide the news of self-inflicted deaths in different parts of the papers, usually tagging to the tale some hint that the suicide was quite solvent at the time of his death. But the suggestion deceives nobody.

The governors of the Stock Exchange have become so alarmed at the increasing flood of rumours that they issued instructions to all brokerage firms that unfounded stories must not be repeated, and that to say anything detrimental to the interests of anyone is a statutory offence.

Doomed Investors' Siege
The brokers' offices are besieged with ruined speculators hoping to save some last mite from the crash. They are treated tenderly enough, for the brokers make no urgent repetitions for margin calls.

Yet these are serious, and many doomed investors are roused from sleepless beds by delayed telegrams which are delivered at all hours of the night. Wealthy and benevolent employers have in many cases come to the aid of their over-speculating employees and guaranteed their marginal accounts.

The crash has produced the largest embezzlement in American history. It was reported from Flint, Michigan, where ten clerks of the Union Industrial Bank are charged with the theft of more than \$700,000 taken to cover stock losses. Of this sum \$400,000 is net according to the auditors.

Mr. Charles S. Mott, the vice-president of General Motors and president of the bank has added more than \$300,000 from his private fortune to the bank's funds as a guarantee against any possible loss. Some stolen securities have been recovered.

Saving Banks Empty
Savings banks, which a fortnight ago were feverishly busy attending to withdrawals, are now empty, but the loan departments of all banks are besieged with anxious customers. Unfortunately collateral stock, good one day, is of no use on the next.

Most sorrowful of all is the man who was wise enough to foresee the coming disaster but failed to reckon on more than one day's holocaust. He plunged in heavily on margin after the first Black Thursday, only to find that the fortune of the week before was lost by the following Wednesday.

Pawnbrokers seem the only happy people in the present scene of desolation. Their trouble is that they do not possess sufficient money to lend. Many of them have been obliged to put up their shutters and take enforced holidays owing to the depletion of their capital.

Diamond rings are as cheap as Gilbert's famous dukes, and stones worth \$100 will not fetch more than \$10. Jewellers, finding their shops deserted, are issuing alluring advertisements that jewels are assets that cannot depreciate in value.

Christmas Slump
The big department stores are usually crowded at Christmas time with eager buyers who pay no attention to prices.

The stores show many signs of the prevailing distress. Prices are frequently marked down as inducements to impoverished customers.

This declining trade is felt noticeably in the motor-car world. There is one up-town distributing station with 40,000 cars on its hands and little hope of getting rid of them.

It is too early yet to know what effect the market slump will have on the instalment buying so prevalent throughout the United States, but there are many fears that goods of all sorts and descriptions will find their way back to the original sellers.

300 Low Records
For something which was already reported to have touched bottom, the Stock Market shows a remarkable ability to descend. 300 stocks, touched or made new low levels, the "Barrister" being waged around U.S. Steel, which at one time was 1 1/4 points below its previous low record for the year.

CORRESPONDENCE

RENTS PROBLEM

[To the Editor of "The China Mail"]
Sir,—The advice to merchants suffering from both trade depression and "merciless landlords" to put up their shutters, is far from being of a passive nature. Indeed it is the most effective weapon that tenants have; and of its effectiveness, "Supporter of the Rent Problem Committee" must have been well aware; as in the latter part of his letter, he darkly hints that unless landlords show more sympathy, they may be likened to taking a "plunge over the precipice," which can mean nothing but that landlords will have cause to regret when they find themselves over-burdened with houses rendered vacant through the closing of concerns which have become too unprofitable to continue. The recommendation to cease business was proffered as one means of bringing down rents and to show where the real influence of rents is to be found and also to dispel the false conception that immediately on the acquisition of a piece of property by a speculator, he is free to raise rents to any level he wishes.

There has never been any intention to advise keeping quiet when one is "kicked in the shin by a bully," but one should be clear who the bully is and not get muddled like the hurt small boy, who when asked the identity of his aggressor, points with unsteady grubby hand to some dim figure in the distance whom through vision obstructed by heavy salt tears and another equally grubby hand could but faintly see. The figure in the distance—the unfortunate landlord is not the bully. Trade depression is, go for the bully by all means.

Perhaps one may be permitted to reiterate that the rent of a house is dependent on the number of people desiring that house, which explains why rents in the central district are higher than in other parts of the town. People find it more profitable to carry on the business as pawnbrokers or boarding house keepers nearer the sea front in preference to May Road and are consequently prepared to pay more for the privilege of installing themselves where they hope to gain the highest return. Further, in vying with one another to obtain that privilege, they each offer the highest amount they think they could spare out of their estimated profits and the offer which is accepted would become the rent of the premises. It is not clear then, that the speculator's role in fixing rents is a negligible one and that what a merchant pays in rent is dependent on the number of his competitors who desire the premises he occupies?

"Supporter of the Rent Problem Committee" must have reason for stating that there are matters which "could not see the light of day" if investigations were made regarding the assessment of rents. The least he could do as a public-spirited citizen is for him to bring the matter to the attention of the authorities concerned, although it is doubtful whether his allegations could bear "the light of day" if they are similar to the statement he makes regarding the payment of rates by Chinese landlords who are accused of collecting and paying rates on the lunar reckoning and in which assessment forms have to be filled. If he would only look at one and read the questions, he would find that emphasis is laid on whether rent is paid by the lunar or solar month. His reference to the sale clause in a lease is perhaps the best possible way out of a tight corner. He must have heard of a lease which continues to run in spite of a change of owners.

Yours, etc.,
COMMON SENSE.
Hong Kong, Dec. 11.

"THE GEISHA"

[To the Editor of the "China Mail"]
Sir,—I was much interested to read in your to-day's issue "Bingo's" article on the Philharmonic Society's production. Though it may perhaps put me into or possibly near the class of old fogies, I must confess that "The Geisha" was one of my boyhood's brightest memories. I well remember that everyone was whistling or singing—mostly incorrectly—the sparkling melodies from that excellent musical comedy, on that night one remembers so well, one's first at a Public School. Since then I for one have been very fond of "The Geisha" and am rejoiced that I can see it again.

There is, however, one point that should be made very clear to those of the public to whom the play is new. That is, that it is a musical comedy and, as such, more farcical than a farce. The Japanese represented on the stage are not intended to be real Japanese, but quite a different nation—the Japanese of the stage. Similarly, Wan Hi is a stage Chinaman—not a reincarnation of Humpty Wright, one might say) rather than a study from life.

People seem so easily hurt nowadays that it would perhaps be as well to stress this point, and to add that the English characters are caricatures also. For instance, Mr. Parker is an excellent juvenile lead, but I do not suppose he is intended to be a faithful reproduction of one of our gallant friends in the Senior Service. I have heard many songs in the Wardroom, but rarely light baritone sob stuff.

Yours, etc.,
HONG AS ANGULO.
Hong Kong, Dec. 11.

VICE-ADMIRAL LEAVES

Vice-Admiral Sir A. K. Waite, K.C.B., R.N., accompanied by Paymaster Commander L. C. E. Ayre, O.B.E., R.N., Lieut. D. P. Evans, R.N., and Paymaster-Lieutenant L. G. H. Wicks, R.N., left for Shanghai yesterday by the N.Y.K. m.s. "Asama Maru."

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions
To-day—Tea Dances at Hong Kong Hotel and Peninsula Hotel, 4.30 p.m.

To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.

To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.

To-day—Kowloon British School F.P.A. Dance, 8.45 p.m.

Dec. 14—Peninsula Hotel Carnival Dance, 8.30 p.m.

Dec. 16—Police Fancy Dress Carnival Dance at Lane, Crawford's Restaurant, 8.30 p.m.

Jan. 10—Second annual dance of the Hong Kong Ladies' Hockey Club, at Lane, Crawford's Restaurant.

Entertainments
To-day—Queen's Theatre, "Behind that Curtain."

To-day—Star Theatre, "The Sin Sister."

To-day—World Theatre, "The Gate Graker."

To-day—Majestic Theatre, "Nell Gwyn."

Dec. 14—At Theatre Royal, "The Geisha," 9.15 p.m.

Dec. 16—At Theatre Royal, "The Geisha," 9.15 p.m.

Home Mails
To-day—Inward from London and ports ("Antenor"); America and ports ("Empress of Asia").

Lammert's Auctions
To-day—At Sales Room, Postage Stamps, 5.15 p.m.

To-morrow—At the premises of the H.K. & K. Wharf & Godown Co., Ltd., Kowloon, 16,000 Bags Harbin Soya beans and Manchurian Soya Cake Meal, and 15 drums Manchurian pressed soya bean oil, 11 a.m.

Dec. 14—At Sales Room, miscellaneous goods, (more or less damaged), 11 a.m.

Dec. 16—At Sales Room, miscellaneous goods, (more or less damaged), 11 a.m.

Meetings
To-day—Regular monthly meeting of Marine Engineers' Guild of China (H.K. Branch) 67, Des Voeux Rd., 6 p.m.

To-morrow—Meeting for Students at St. John's Hall, 8.30 p.m.

Miscellaneous
To-day—At University, open Lecture by Canon Streeter on "International Questions Arising out of the Pacific Conference," 5.15 p.m.

To-morrow—At St. John's Cathedral Hall, open lecture by Canon Streeter on "God, Pain and Immortality," 5.15 p.m.

Dec. 14—Diocesan Girls' School Bazaar and Sale of Work, 3 p.m.

Dec. 16—Pianoforte recital by Mrs. Sulter's pupils at St. Andrew's Hall, Kowloon, 5 p.m.

Dec. 16—Hong Kong Benevolent Society Bridge and Mahjong Drive, Helena May Institute.

Dec. 16—Rice Hall Opening Ceremony, 4 p.m.

Dec. 16—Wah Yan College Tenth Anniversary Dinner, 7.30 p.m.

Dec. 19—Y.M.C.A. Debate 9 p.m. (postponed from Thursday, Dec. 12.) Subject: "That this meeting is of the opinion that Western Civilization is not adaptable to the Orient."

Dec. 20—Conference for Ministers of Religion and Educationalists on "Education and Religion" at St. John's Cathedral Hall. Tea: 4.4.30 p.m. Meeting 4.30-6 p.m.

ANGLICAN CHURCH

Joint Social Gathering A Success

A happy social evening was enjoyed by a large gathering at the St. John's Cathedral Hall last night. Members of Cathedral congregation attended in full force and welcomed as their guests worshippers from the St. Andrew's and St. Peter's Churches.

An excellent programme of music and songs was offered. Those who contributed were the Misses Acheson, Hynes, and Garding, and Messrs. Gahagan and Hetherington, whilst Mr. J. H. Hunt conducted an interesting game which was greatly enjoyed.

Amongst those present were the Dean of the Cathedral, the Very Rev. Alfred Swann, the Rev. N. V. Hayward (the Bishop's Chaplain), the Rev. E. A. Armstrong (St. Andrew's Church), the Rev. N. L. Watkins (St. Peter's Church) and Mr. W. L. Patenden, who was largely responsible for the organization of the social gathering.

BOARD OF TRADE RETURNS

London, Yesterday.
The Board of Trade returns for November are: imports, \$108,218,000; exports, \$83,125,000—an increase of \$1,898,000, and a decrease of \$2,642,000, respectively compared with November, 1928. Reuter.

NEW ADVERTISEMENTS.

THE CHINA LIGHT & POWER CO. (1918), LTD.

NOTICE TO SHAREHOLDERS

WITH reference to the Notice to Shareholders dated 7th November, 1929, announcing the resolution of the Board of Directors to offer to Shareholders Additional Shares in the proportion of one 'Additional Share' of the nominal value of \$5 for every four existing Shares of which they are the registered holders on the date of the Ordinary Yearly Meeting, i.e., 21st December, 1929. Shareholders are hereby notified that the Directors of the Company have now decided that the offer of the Additional Shares shall be made to Shareholders in respect of the existing Shares of which they are the actual registered holders on the 11th JANUARY, 1930, instead of on the 21st December, 1929.

In consequence of this decision, the date for payment of the first instalment of \$1 per share in respect of the Additional Shares has now been postponed from 2nd January, 1930, to 6th February, 1930, in the case of shareholders whose registered address is in the Colony of Hong Kong or the Far East. In the case of shareholders outside the Far East, the date for payment has been postponed from 2nd April, 1930, to 2nd May, 1930. The TRANSFER BOOKS of the Company will be CLOSED from Monday, 6th January, 1930, to Saturday, 11th January, 1930, both days inclusive.

SHEWAN TOMES & CO., General Managers.
Hong Kong, 12th Dec., 1929.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, December 13, 1929, at 11 o'clock a.m., at the premises of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., Kowloon

(for account of the concerned) 16,000 Bags Harbin Soya Beans and Manchurian Soya Cake Meal 15 Drums Manchurian Pressed Soya Bean Oil

(more or less damaged). Terms:—Cash on Delivery.

LAMBERT BROS. Auctioneers.

Hong Kong, Dec. 12, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON SATURDAY, December 14, 1929, commencing at 11 a.m. at their Sales Room, Duddell Street.

(for account of the concerned) 30 Cases Sewing Machines 5 Cases Gold Enamel Powder 1 Case Gelatine Capsules 7 Cases Spool Woolen Yarn 1 Case Buckles 8 Cases Printing Ink 2 Bales Leather Belting 6 Cases Umbrella Frames 14 Bales Woolen Yarn 8 Cases Dyes 3 Cases Hackshaw Frames 1 Case Packet Knives 1 Case Measuring Tapes 1 Case Films 6 Bales Hemp Thread (all more or less damaged). Terms:—Cash on Delivery.

LAMBERT BROS. Auctioneers.

Hong Kong, Dec. 12, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON MONDAY, December 16, 1929, commencing at 11 a.m., at their Sales Room, Duddell Street.

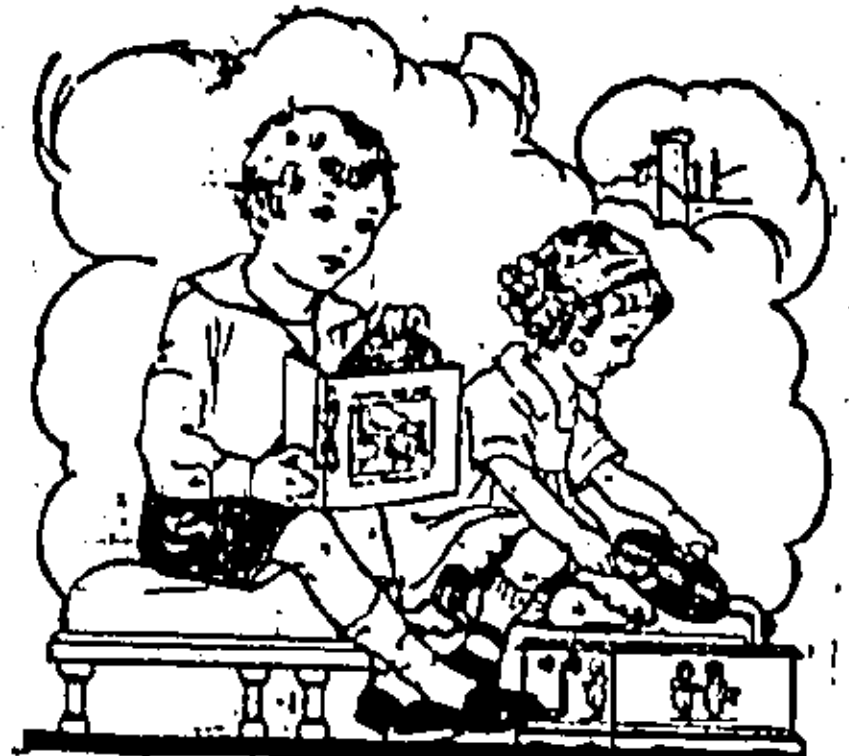
(for account of the concerned) 4 Cases Lamp Shades and Stands 15 Cases Lamp Shades and Fittings 13 Cases Coils and Accessories (all more or less damaged). Terms:—Cash on Delivery.

LAMBERT BROS. Auctioneers.

Hong Kong, Dec. 12, 1929.

you never know what to expect from a girl with it and RED HAIR!
Commencing Saturday MAJESTIC, KOWLOON.

THE VERY THING FOR THE KIDDIES LITTLE TOT RECORDS IN ALBUMS.



4 D SIDED RECORDS IN EACH ALBUM

With 8 Picture Cards Illustrating The Subjects of the Eight Selections

CALL AND HEAR THEM AT:

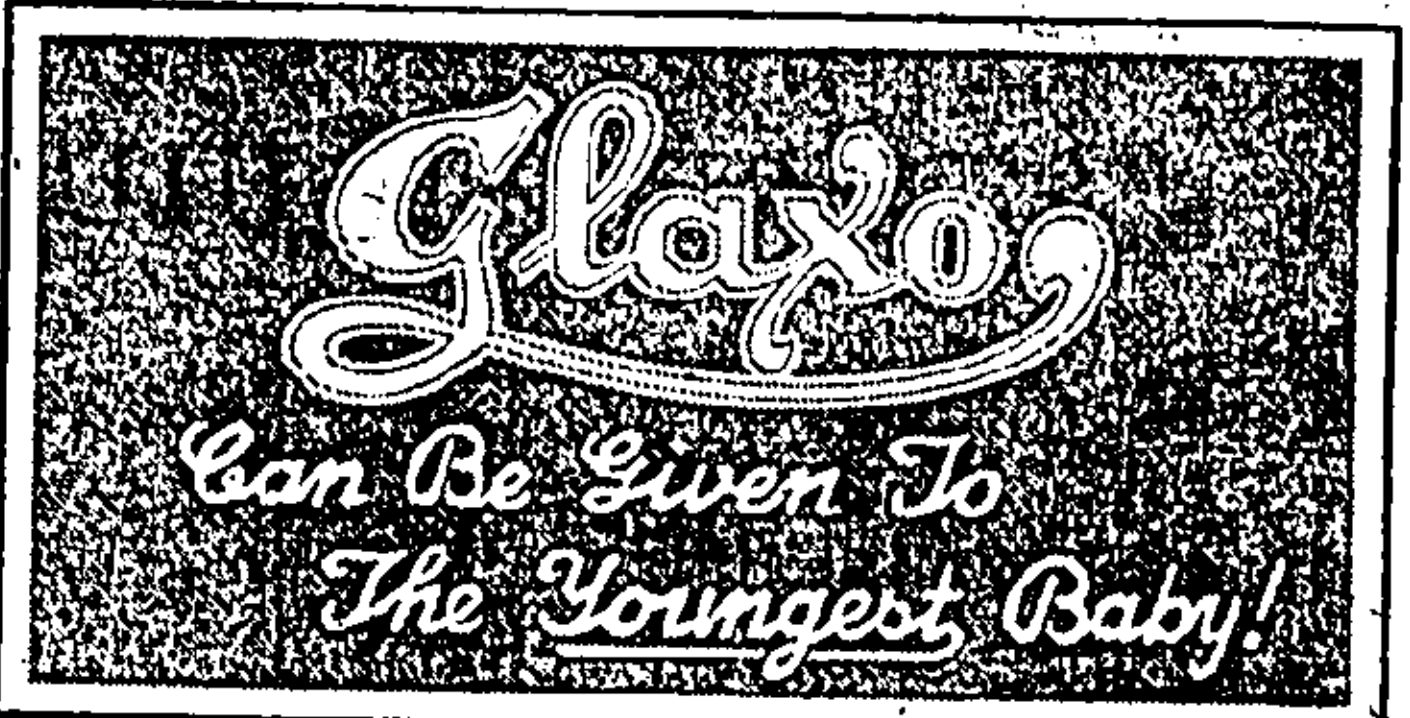
The Anderson Music Co., Ltd.

EXSHAW

No. 1 BRANDY

Is the best—recommended by everyone.

CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies' Ordinances of Hong Kong.)
Prince's Building, Ice House Street Tel. C.78.



CIGARS

CIGARETTES

TOBACCO

BRIAR PIPES &

SMOKING SUNDRIES

The Best Christmas Gifts.

TABAQUERIA FILIPINA

Asiatic Building, Queen's Road C.

XMAS AND NEW YEAR HAMPERS.

We beg to Notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from us at the following Reduced Rates:—

No. 1 HAMPER—\$42.

1 qt. Moet & Chandon Dry Imperial Champagne	1 qt. Superb Tawny Port
1 pt. Blackberry Brandy	2 qts. St. Julien Claret
1 pt. D.O.M.	1 qt. Old Brown Sherry Black Seal
1 qt. Martell's XXX Brandy	1 qt. Puritan Old Tom or Dry Gin
2 qts. King George IV Gold Label or Perfection Whisky	1 qt. Burgoyne's Burgundy

No. 2 HAMPER—\$38.

1 qt. Guillemart Champagne	2 qts. Tawny Dry Port
1 pt. D.O.M.	2 qts. St. Julien Claret
1 qt. Burgoyne's Burgundy	1 qt. Puritan Old Tom or Dry Gin
1 qt. Martell's XXX Brandy	1 qt. V. de Paste Sherry
2 qts. King George IV Gold Label or Perfection Whisky	1 phial Pomeranzen Bitters

No. 3 HAMPER—\$33.

1 qt. Burgoyne's Burgundy	1 qt. Engrand's XXX Brandy
1 pt. Peppermint G.F.	1 qt. Amontillado Sherry
1 pt. D.O.M.	1 qt. Puritan Old Tom or Dry Gin
2 qts. Superior Rich Old Port	2 qts. Medoc Claret
2 qts. King George IV Gold Label or Perfection Whisky	1 phial Pomeranzen Bitters

Other Hampers made up to suit Customer's requirements.

GANDE, PRICE & CO., LTD.

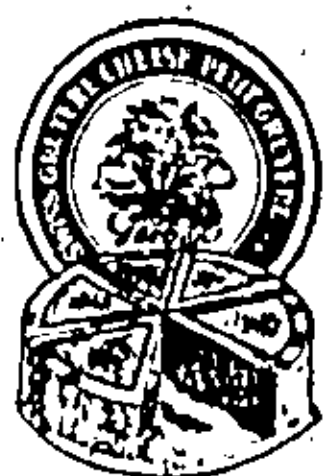
Tel. Central No. 135.

Hong Kong.

NOW TRY THIS DELICIOUS NEW CHEESE

No crust. No waste. Always an invitation to eat. This delicious cheese comes to you with the same delicate goodness so much enjoyed by travellers in Switzerland

**GERBER'S
GRUYERE
CHEESE**



SZERELMEY STONE LIQUID

The Reliable
Remedy for
Damp Walls
and Stone
Decay

THE EXTERIOR OF THE
PENINSULA HOTEL

was Entirely Coated with this liquid

IT PREVENTS PENETRATION BY DRIVING RAIN

Stocks Carried.

REISS, MASSEY & CO., LTD.

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PHOTOGRAPHERS' ASSOCIATION
60, Queen's Road Central, Hong Kong.
Tel. C. 2170.

GREAT CLOSING-UP

SALE

All Stocks must be cleared, including
ALL THE NEW SEASON'S GOODS.

To make room for rebuilding our
Premises.

MANY WONDERFUL BARGAINS
ON VIEW.

COME
EARLY
DON'T MISS THIS OPPORTUNITY.
YEE SANG FAT CO.

ART SHIP BATTLES WITH STORM

VALUABLE CARGO REACHES
BRITAIN IN SAFETY

WELCOME AT GRAVESEND

London, Yesterday.
The art treasure ship, "Leonardo Da Vinci," arrived at Gravesend today and flags dipped a salute and hooters and sirens shrieked a welcome. An officer said that the voyage had been terrible, but all the pictures were safe and the crew unhurt. A tug should have piloted the "Leonardo Da Vinci" during the voyage, but went off in response to an S.O.S. from a distressed ship. "Our anxiety whilst battling with the gale was all the greater, because we knew that the cargo was perhaps the most precious any ship has ever carried. Even during to-day's voyage the fierce tides were against us." The vessel stays at Gravesend to-night, and proceeds to-morrow to West India Dock, where there will be an official reception.—Reuter.

ODYSSEY OF THE SEA Memorial to "Trevesa" Survivors

A memorial has been unveiled on the island of Mauritius to commemorate the landing there, after twenty-three days in open boats, of the survivors of the British steamer "Trevesa," which sank in the Indian Ocean in 1923. Fishermen who piloted the survivors into the harbour and a great assembly of inhabitants were present.

The memorial is erected to the survivors who came in the second boat on June 29. Inscribed, "An Odyssey of the Sea," it records: "In this bay, at Belombie Jetty, there landed on June 29, 1923, from a lifeboat, sixteen men, being part of the survivors of the steamer 'Trevesa,' which foundered on June 4, 1923, being then 1,610 miles from Mauritius. Eight of the boat's crew died at sea, and one the day following the landing."

For over three weeks after the "Trevesa" sank, nothing was heard of the crew. All hope for their safety had been abandoned, when one boat, and three days later a second, landed at Rodrigues. The men had existed on little more than a teaspoonful of condensed milk a day, in gale and intense heat. Thirty-three out of forty-four of the crew were saved.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 350 metres:—
5.00-7.00 p.m.: Programme of Columbia and Legal Records supplied by the courtesy of Messrs. Anderson Ltd.

"L'Arlesienne Suite—Intermezzo" (Bizet, arr. Sear),
"L'Arlesienne Suite—Finale" (Bizet, arr. Sear),
J. H. Squire Chamber Orchestra
"Show Boat—Bill" (P. G. Wodehouse & J. Kern),
"Show Boat—Can't help Lovin' Dat Man" (Hammerstein 2nd & Kern),
Marie Burke with Drury Lane Orchestra.

"On top of the World, Alone" (Robin & Whitting),
"Through" (McCarthy & Monaco),
Layton and Johnstone with Piano.
"Blue Eyes—Selection—Part 1 & 2" (Kern) Piccadilly Theatre Orchestra.

"Father's Favourites, Part 1 & 2" (Publishers: Francis, Day & Hunter Ltd.),
Organ Solo by Terence Casey.

"Melodie" (Glick-Squire),
"Andante Religioso" (Thome),
Cello Solo by W. H. Squire with Piano & Organ.
"Every Body's Melodie, Part 1 & 2" (arr. J. H. Squire),
J. H. Squire Celeste Octet.
"Andantino (Song of the Soul)" (Lemare),
"Reveries" (Dunkler—op. 20),
Cello Solo by W. H. Squire with Piano.

"Bitter Sweet—I'll see you again" (Noel Coward),
"Bitter Sweet—Kiss Me",
Layton and Johnstone with Piano.

"Ideal Homes",
"Hidden Heroes" (Clarkson Rose),
Norman Long.
"Petite Suite—Part 1: En Bateau & Part 2: Cortège" (Debussy),
Sir Dan Godfrey.

"Petite Suite—Part 3: Menuet & Part 4: Ballet" (Debussy),
Sir Dan Godfrey.
"Scottish Quadrilles",
Fig. 1, 2 and 3,
Palace Guards Band.

"Old Time Waltz Medley" (Composer Unknown),
"The Flanagan Chase the Bananas" (Flanagan Brothers),
The Flanagan Brothers.
"Melodious Memories—(Pot-Pourri), Part 1, 2, 3 & 4",
(arr. Herman Finch),
Royal Cinema Orchestra.

"Kawaihau, Waltz" (Hawaiian Air),
"Honolulu, March",
Hawaiian Silver String Quartet.
7.45 p.m.: Weather Report.
9.00-10.30 p.m.: Programme of Chinese Gramophone Records.
10.30 p.m.: Close Down.

LORD LLOYD AND EGYPT POLICY

DANGERS OF IMMATURE
POLITICAL SYSTEM

RISK OF SECURITY

London, Yesterday.
The Government defeated the House of Lords by 45 votes to 13 votes on a motion by Lord Salisbury regretting the precipitation with which the Government launched the Egyptian policy, which entailed the risk of the security of Imperial communications.

A feature of the debate was the contribution of Lord Lloyd, who condemned the Government for handing over British and foreign interests to an immature Egyptian political system.

Lord Parmoor declared that Great Britain made proposals in connection with the protection of foreigners, and if the Egyptian obligations in that direction were not fulfilled, it was incumbent on Great Britain to see that the regulations were properly carried out. He said that aggressive intervention by foreign powers was ruled out by the British undertaking to defend the country against such occurrences.—Reuter.

Rescued from Barbarism

Rugby, Yesterday.
The Government's policy regarding Egypt was debated in the House of Lords this evening on a motion of Lord Salisbury, regretting the precipitation with which the policy was entered upon and the risk it entailed to the security of Imperial communications.

British policy in Egypt had retrieved that country from bankruptcy and had restored order and prosperity. The Sudan had been rescued from a hopeless relapse into barbarism. Within a month of their coming into office the present Government had in appearance at least made a radical change in the line of policy hitherto adopted.

Grave Changes

Lord Lloyd, formerly High Commissioner in Egypt, suggested that the draft of the treaty involved grave and serious changes in policy. He criticised the military aspects of the draft treaty, particularly the provision whereby British troops were to be moved out of Cairo and Alexandria to the desert, east of Longitude 32. He was confident that the only place from which the canal could be economically and adequately defended was from Cairo, or a place within striking distance of it. British troops had for some years ceased to be an army of occupation but they were a guarantee of safety. Never once during his four years of office had a British soldier been used to maintain order. He criticised the removal of the effective European control of the police force and the withdrawal of British judges in the courts of justice.

Independence

Lord Parmoor, replying on behalf of the Government, said the return of the Egyptian troops to the Sudan had fully the approval of the Government to make up alteration whatever in the Sudan settlement. "As long as we maintain our occupation of troops at Cairo," continued Lord Parmoor, "so long will it be impossible to make any advance in giving Egypt the independence she desires. We want to find a system which at the same time will establish the independence of Egypt and secure the separate interests of Great Britain." The Government was going to preserve the policy indicated in Lord Milner's report as long as they were in power.

Vital Points

They were determined to meet as fairly and large heartedly as possible the vital points on which Egyptians were insisted, in order that they might have in Lord Milner's words a "real national independence." He was instructed for the removal of the occupation that, unless provision was made of British troops at Cairo—of course at the same time making alternative occupation which gave added security for all interests involved—no further progress could be made.

Dealing with the doubts expressed as to the effect regarding Egypt of the signing of the optional clause, Lord Parmoor said that the draft of the treaty could not be signed by Egypt until she had become a member of the League of Nations and, if and when she became a member, the texts and reservations of the treaty would have to be considered. The views adhered to by the Government were those which, starting from the report by Lord Milner's Commission, aimed at effecting a settlement between Great Britain and Egypt. The substance of the Milner Report had been adhered to. He did not believe it possible to follow the policy that Lord Lloyd had suggested. Earl Grey (Liberal) said that the policy which Lord Lloyd was advancing was entirely inconsistent with the declaration of 1922. "It was a most unwise and impracticable policy to go back to anything like the Cromer Regime in Egypt," Lord Salisbury's motion was carried.—British Wireless Service.

DAIRY FARM NEWS

JUST RECEIVED

Prize Quality Wiltshire Bacon

(in rashers)

\$1.20 per lb.

NOTHING BETTER

The Dairy Farm Ice & Cold Storage Co., Ltd.

G. FALCONER & CO., (HONG KONG) LTD
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 12th December, 1929.

Stock.	Buyers	Sellers	Sales	Norm	Dividend.
Banks.					
Hong Kong Bank	1935	...	...	...	£3 Int. 1929
(Lon. Reg.)	...	...	121	...	7 1/2 Int. 1929
Chartered Bank	...	...	181	...	20/- Int. 1929
Mercantile Bk., A.B.	...	...	301	...	8/- Int. 1929
Do., C.	...	...	151	...	8 Int. 1929
Bank of Asia	95	...	...	...	...
Insurance.					
Canton Ins.	...	...	695	...	40 1929
Union Ins.	357	...	...	...	52 1929
Yangtze Ins.	...	...	50	...	M. \$3.00 1929
China Underwriters	...	2.20	...	...	18 1929
China Fire Ins.	310	...	...	...	48 1927
H. K. Fire Ins.	...	...	815	...	...
Shipping.					
Douglases	...	...	251	...	4 1924
H. K. Steamboats	261	...	...	...	12 (for 1924 0/- a. 1 - 1925 0/-)
Indo-China (Pref.)	46	...	...	...	...
(Def.)	...	...	70	...	6s. 1929
Shell Transports	...	...	851	...	1.50 1929
Union Waterboats	...	...	22	...	...
Mining.					
Benguet	1.70	...	...	...	0.25 1929
Kailan Mining Ad. 1/2	...	...	601	...	2/- Int. 1929-29
Langkat (Single) Th.	...	...	18.90	...	10.50 1926-27
" (Double) Th.	...	...	11	...	...
" Exploration Th.	...	...	1.80	...	...
" Loans Th.	...	...	5	...	70.75 1926
Raubs	...	...	12	...	Int. 1/0 1929-30
Treadwell Mines	...	...	211	...	4 1/2 1929
Docks, Wharves, Godowns, &c.					
H. K. & S. Wharves	...	...	145	...	8 1928
H. K. & W. Docks	921	...	...	...	4 1924
China Provident	...	...	5.85	...	1.20 1924
Hongkew	...	...	190	...	78 Int. 1929
N. Engineering	...	...	71	...	0.40 1928
Shanghai Docks	...	...	94	...	7 1/2 1928-29
Cotton Mills.					
Ewo Cottons	...	...	14	...	To 40 Int. 1929
S'hai Cottons (old) Th.	...	...	74	...	71.50 1924 1/2 yr.
" (new) Th.	...	...	47	...	To 60 1928-29
Zoong Sing	...	...	9	...	...
Lands, Hotels & Buildings.					
H. K. & S. Hotels	10.00	11.10	...	...	1.20 1924
H. K. Lands	84	65	...	...	2 Int. 1929
Shanghai Lands Th.	...	...	161	...	78 Int. 1929
Hungary	...	...	141	...	1 1929
H. K. Realities	7.50	...	...	...	0.50 Int. 1929
Chinese Estates	...	98	...	...	4 1928-29
Public Utilities.					
H. K. Tramways	...	161	...	...	0.50 Int. 1929
Peak Tram (old)	...	...	111	...	...
" (new)	...	...	5.05	...	0.50 1928-29
Star Ferries	...	...	551	...	3.50 1928
Ch. Light (old)	10.05	...	...	...	0.25 Int. 1929 90
" (new)	...	...	16.35	...	5% Int. 1928-29
H. K. Electric	...	651	...	...	2.50 1928
Macao	93	...	...	...	...
Sandakan Light	...	91	...	...	0.10 Int. 1929
H. K. Telephones	...	...	7.80	...	To 60 1929
China Buses	161	...	...	...	...
S'port Tractors (Ord. 1/2)	...	101	...	...	1/- 1929
" (Pref. 1/2)	...	101	...	...	...
Industrial.					
China Sugars	90.0	...	...	...	In liquidation
Malayan Sugars	...	...	27	...	P. 3 1928
Cald. Mfg. Ord.	...	...	11	...	...
Ref. Th.	...	...	10	...	...
Canton Ice	...	...	21	...	...
Cements (comb.)	12.70	...	...	...	...
" (old)	...	...	21	...	0.50 1925
" (new)	...	...	3	...	0.10 1924
H. K. Ropes	...	...	...	...	...
United Asbestos	...	...	...	...	...
Stores, &c.					
Dairy Farms	...	...	201	...	1.25 1928
Watsons	...	...	13	...	0.50 1927-28
Der A. Wings	...	...	80.0	...	...
See Cawsons	...	...	11	...	0.80 1928-28
Macdonalds	...	...	18	...	3 1928-29
Sinceres	...	...	12	...	2/- 1928
Wen. Powells	...	...	24	...	0.35 1928-28
Miscellaneous.					
H. K. Amusement	...	...	231	...	2.50 1928-29
Do. Defered	...	...	...	...	1.50 1928-29
H. K. Construction	...	...	1.80	...	...
B. Ind. G.P. Bonds	...	...	99%	...	...
H. K. Govt. Loans	14%	...	...	...	...

QUEEN'S

ALL
TALKING

BEHIND
THAT
CURTAIN

FINAL
SHOWINGS
TO-DAY

AUSTRALIAN TARIFF

Canberra, Yesterday.
Further tariff alterations are announced, including increased duties on certain electrical goods, fur hats, oils, paints, China ware, and motor accessories, a duty of 9d. per lb. is imposed on wool tops which hitherto have been duty free.—Reuter.

Sport Columns

LOCAL CRICKET

League Games For Saturday

UNIVERSITY v. H.K.C.C.

The following will represent the University 1st XI in a League match against the H.K.C.C. on Saturday, December 14, at 2 p.m. sharp on the H.K.C.C. Ground:

C. W. Lam (Captain), S. V. Gittins, D. K. Samy, M. B. Osman, L. T. Ride, E. A. Lee, A. P. Gutierrez, D. J. N. Anderson, A. Baker, A. M. Rodrigues, S. R. Kermani.

H.K.C.C. Teams

The following are H.K.C.C. teams for next Saturday:

Against the University (League), at home—T. E. Pearce (Captain), H. V. Parker, J. R. Hinton, A. C. I. Bowker, A. Reid, E. R. West, O. Moor, G. P. Lammert, E. R. Duckitt, A. C. Beck, H. R. Romington.

Against the University Second Eleven (friendly) played away—W. Mackenzie (Captain), H. J. Armstrong, R. H. Dowler, K. H. Butcher, G. E. R. Divett, W. Hanis Walker, R. D. Beaumont, T. R. MacDonald, J. H. Ashworth, J. R. Way, C. E. Gahagan.

I.R.C. 2nd v. K.C.C. 2nd

The following will represent the I.R.C. 2nd XI in a League match against the K.C.C. 2nd XI on the former's ground on Saturday, at 2 p.m. sharp:—M. P. Madar (Captain), H. T. Barma, C. F. Doodha, E. Heptulla, D. Mohamed, A. R. H. Esam, A. R. Sullad, J. S. Akber, Sirdar Khan, A. M. Rum-jahn, and F. M. el Arculli. Scores: M. Y. Adal.

"Hermes" Beat "Varsity"

A team from H.M.S. "Hermes" paid a visit to Pokfulam and were opposed by the University second eleven. The visiting batmen showed form and won easily by a margin of seven wickets, after dismissing their opponents for the small total of 84 runs. Scores:

University

S. R. Kermani, c Cross, b	
Bennett	14
K. T. Loke, b Bennett	1
A. Chan Fook, c Laslett, b	
Swann	16
A. Rodrigues, c Cross, b Hum-	
phreys	2
K. P. Gan, b Bumphreys	13
H. E. M. Adams, b Bumphreys	3
C. Candah, b Trusler	7
P. L. Tan, c Hammond, b	
Laslett	4
G. E. Yeh, b Trusler	19
A. T. Normanbhoy, b Trusler	1
A. A. Aziz, not out	1
Extras	6

Total 84

BOWLING ANALYSIS

	O.	M.	R.	W.
Laslett	9	2	22	1
Bennett	5	0	17	2
Swann	6	1	15	1
Bumphreys	7	2	13	3
Trusler	3	0	11	3

H.M.S. "Hermes"

Sq. Ldr. Bumphreys, c, Gan b	
Chan Fook	6
Lieut. Wright, l.b.w., Aziz	10
Lieut. Stevenson, retired	63
Marine Trusler, c Chan Fook, b	
Normanbhoy	12
A. B. Laslett, retired	46
E. R. A. Graham, c Eke, b Yeh	5
Stoker Cross, b Chan Fook	5
E. R. A. Hammond, not out	30
Extras	2

Total (7 wks.) 177

Lieut. Magray, Eng. Lieut. Bennett and Stoker Swann did not bat.

BOWLING ANALYSIS

	O.	M.	R.	W.
Chan Fook	9.2	1	47	2
Aziz	6	0	30	1
Normanbhoy	3	0	20	1
Candah	1	0	20	0
Tan	2	0	16	0
Yeh	3	0	16	1
Loke	2	0	21	0

INTERPORT SOCCER

Navy Defeat Selected Trial Team

An interesting Interport football match was played on the Hong Kong Football Club ground yesterday afternoon, when a strong Navy side defeated the selected interport eleven by three goals to two.

The selected team did not turn out in full force, the absentees being L. Goldmann, A. Gosano and Sergt. Bewley-Bull. Their places were taken by Scott, Rocha and Downman.

The selected team immediately went on the attack from the opening whistle, B. Gosano being early prominent. He centred beautifully and enabled Rocha to beat Jarvis with a fine shot from close range.

Half Time Result

The Navy settled down after this and had their full share of the exchanges and gave the selected eleven's defence a lot to worry about. On two occasions Wynne and Reeves were cleverly beaten, but Rodgers was alert and cleared well. At the other end the goal was also in danger but Butcher missed a fine opportunity of converting a fine pass by B. Gosano. The half-time whistle came with the selected team leading by one goal.

Immediately at the resumption the Navy made a determined attack initiated by Firth and Cann and it resulted in the latter beating Rodgers with a fast cross shot. Soon after the selected team again got the lead through Scott who headed the ball in from a good pass by Downman.

A Safe Game

The selected defence then played a safe game and for a long time it looked as if no further goals were forthcoming, but the Navy was not to be denied. They took the defence by surprise with a concerted attack in which the entire forward line was concerned, the ball being swung from side to side in a bewildering manner. It ended up in Cann making the scores level.

The selected eleven tried hard after this to regain the lead but they could not make headway against the strong Navy defence. The closing part of the game was entirely in the Navy's favour. They attacked persistently and just before the final whistle Firth worked through on his own and gave his side the winning goal.

To Play The Services

The following have been selected to play against a Services team on Tuesday next, 17th instant. Kick off H.K.F.C. ground at 4.15 p.m.:—G. Rodgers; Wynne and Reeves; Hedley, West and Bliss; B. Gosano, A. V. Gosano, Bewley-Bull, Rocha and Butcher.

Reserves—C. Pile, Knapp, Gill and A. Ward.

It is understood that a Chinese team from Shanghai will visit Hong Kong about the Chinese New Year to play a series of games here.

K.O.S.B. Victorious

Two matches in the second division of the Hong Kong football league were played yesterday.

On St. Joseph's ground at Happy Valley the K.O.S.B. had a runaway victory from the University, winning by four goals to nil. It was too one-sided to be interesting, although occasionally the University did try to make a fight of it, they could not get past the strong Kosbie defence.

Navy Beat Somersets

The other match, between the Navy and the Somersets was played on the Kowloon F.C. ground. It was very closely contested and the Navy just won by the only goal of the match.

The first half was scoreless, and the second half had progressed in a ding-dong manner for 25 minutes before the Navy got a chance, of which they made the most, when Cartwright found the net with a fine header from a well-placed corner kick.

SHAMEEN LEAGUE

Shameen Lose to H.M.S. "Cicala"

[From Our Own Correspondent.]

Canton, Yesterday.

Yesterday, with a very depleted team, Shameen lost to H.M.S. "Cicala" by 2 goals to 1. Shameen took the field with only eight men, only five of whom were of the first eleven, and played for 15 minutes short of three men, when

SCHEMES FOR THE UNEMPLOYED

JOB FOR 189,300 MEN FOR ONE YEAR

ZAMBESI BRIDGE WORK

Rugby, Yesterday.

The present value of grants approved or in an advanced stage of negotiation in relation to Government schemes for provision of work under the Development Act, Colonial Development Act and from the Road Fund is estimated at over £31,000,000. Certain of these grants are to be spread over a number of years. The schemes are estimated to provide work equivalent to employment of 189,300 men for one year.

Of this total the Development Act, which facilitates grants to local authorities in respect of works of public utility, is calculated to provide work equivalent to 84,000 men for one year. The material employed for such assisted works must as far as possible be home products.

The Colonial Development Act enables the scheme for the Zambesi bridge to be proceeded with. This involves an expenditure of about £3,000,000 of which contracts placed in this country will represent over £1,000,000 affording employment equivalent to some 4,000 "man years." Other schemes towards which grants have been given under this Act are estimated to provide 1,300 "man years" of employment.

The programme under the Road Fund, which is estimated to provide work equivalent to 100,000 men for one year includes the provision of further trunk roads and improvements to existing roads, extending over five years, at a cost to the Road Fund of £16,000,000.—British Wireless Service.

PREMIER RESIGNS

Australian "Reds" To Form Ministry

Melbourne, Yesterday.

The Victorian Parliament, at its first sitting since the election on November 30, adopted a labour motion of no confidence in the Nationalist ministry. The Premier, Sir William McPherson, has resigned, and the Governor has asked the Labour leader, Hogan, to form a Ministry.—Reuter.

ADM. EARL JELICOE

Jawbone Operation Successful

Rugby, Yesterday.

Admiral of the Fleet, Earl Jellicoe, yesterday underwent a successful operation to the upper jawbone. He has cancelled all engagements for the next six weeks.—British Wireless Service.

Two other members of the team (reserves) who had been detained, turned up.

In spite of this handicap it was a hard game, with Shameen's backs playing splendid football, and the two forwards making the most of their opportunities and being more often dangerous than the "Cicala." There was no score at half-time.

The second half opened up vigorously. The "Cicala" opened the scoring with a long shot which Linaker, playing goal in the absence of Lay, in spite of a badly sprained ankle, misjudged. The "Cicala's" second goal was netted by Lt. Bolton. Ten minutes before time Lamert, on the point of shooting, was roughly tackled from the back in the penalty area and Shameen were awarded a penalty, which Duncan netted.

This defeat of Shameen will put H.M.S. "Seamew" in a strong position, making it almost certain that they will win the League.

HOCKEY

Hong Kong Ladies To Play On Saturday

The Hong Kong Ladies' Hockey Club will play a match against the Kowloon Ladies' Hockey Club on Saturday, 14th December, on the K.B.S.F.P.A. ground at King's Park. Bully off 8.30 p.m.

The teams are as follows:—

Hong Kong: F. Stevenson; F. D. C. Luck, B. Franklin; E. O'Hagan, E. R. Bell, M. L. Wallace; I. C. Bell, J. L. Whyte, N. A. McNeillie, C. M. Ferguson, E. S. Laing.

Kowloon: P. Whitley; L. Dand, M. Woolley; P. Woolley, E. Anslo, V. Eastman; I. Gittins, M. George, D. Pinguet, H. Eastman, E. Woolley.

CHINESE AND THE WESTERNERS

CO-OPERATION AND MUTUAL HELP

KEYSTONE OF POLICY

[From a Student]

Chinese now-a-days in a new era of reconstruction of government, devoted studies of international relationship, earnest observation of the world's economies, and a thorough investigation of social problems of commerce, labour, and politics, are thinking quite differently from those of hundred years ago. Chinese a century ago were absolutely ignorant of the importance of the world's economies and freedom of thinking, as they were all under the tyrannic rule of an emperor whose idea was to suppress them and to rob them of their legitimate rights as free citizens. So when they saw the Westerners come into China with all their material civilization, wonderful scientific development, deep experience of politics, and good knowledge of the trades of China, they regarded them as men of all mighty power and submitted to that which they would demand, instead of exchanging their thoughts and studying the interests of their own country.

Only An Instrument

But, China has now changed its form of government into a republic, and the peoples have regained their rights and freedom, therefore they begin to realise that the Republican Government is only an instrument, the duty of which is to carry out the idea of the people. As a consequence, they solicit the sympathy of all the Western nations in their movements and national aspirations to give them a helping hand in order to bring the standard of the Chinese nation up to that of any of the Western nations, so far as equality is concerned. But for the lack of studying the psychology of the people and the failure to know exactly what the Chinese are fighting for, the Westerners are still holding the same attitude towards the Chinese as before, and they think, therefore, that Westerners must be Imperialistic in nature and have a wrong conception of the Chinese people altogether.

Reserve Own Rights

It is fair to say that the Chinese are still good friends with them and the only thing they would like to convey to the understanding of the Western nations is that all the movements in China are instigated in order to reserve their own rights and are not to take advantage of those of the other nations. From the bottom of their heart they really think that the relationship and understanding between the Westerners and the Chinese will be better in the near future and that mutual help and co-operation among them would be a true contribution to the peace and goodwill of the world.

U.S. AIRCRAFTS

More Tonnage Advocated

New York, Yesterday.

The doubling of aircraft-carrier tonnage was demanded by Mr. Britten, Chairman of the House of Representatives Naval Committee, in an interview.

He advocated that the present 66,000 tonnage of United States aircraft-carriers should be made up to 135,000, as authorised by the Washington Treaty.

Mr. Britten pointed out that Britain, similarly authorised, has at present 107,500 tonnage of this description.—Reuter's American Service.

LONDON — CAPETOWN AIR SERVICE

Rugby, Yesterday.

Sir Alan Cobham yesterday flew from Croydon to Dijon, on his way to Africa, where he will, with representatives of Imperial Airways, choose landing grounds and organise facilities for a regular London-Capetown air service.—British Wireless Service.

EXTRALITY PROBLEM IN CHINA

JAPANESE MINISTER'S VIEWS

MUST GO SLOW

Tokyo, Yesterday.

The formal appointment of Mr. Obata to be Minister of China is to be expected at a Cabinet conference on Friday, since Nanking's Agreement has been received.

Mr. Obata is not likely to proceed to China soon, feeling the need of considerable preparatory study, owing to his seven years' absence from China, therefore negotiations for a new commercial treaty are likely to be delayed.

Discussing his appointment with the Press, Mr. Obata expressed his full sympathy with the principle of abolition of extrality, but said that Japan was faced with the problem of protection of 300,000 nationals in a country lacking administrative unity, or judicial independence, hence they must go slow.

He said it would be better for China to seek the establishment of conditions permitting the relinquishment of extrality, rather than attempt abrupt abolition.—Reuter.

[Mr. Obata was Minister to China from 1918-1922, and was Secretary to the Peking Legation as long ago as 1905. He was appointed Minister to Turkey in 1925.]

Rights Re-erred

Tokyo, Yesterday.

It is stated in official quarters that Japan, though lacking representation at the Provisional Court conference in Nanking, reserves all rights respecting any agreement reached.—Reuter.

Lo Wai (32), a widow, was at the Kowloon Magistracy to-day, fined \$20, with the alternative of six weeks' hard labour, for aiding and abetting a Chinese girl to hawk without a licence.



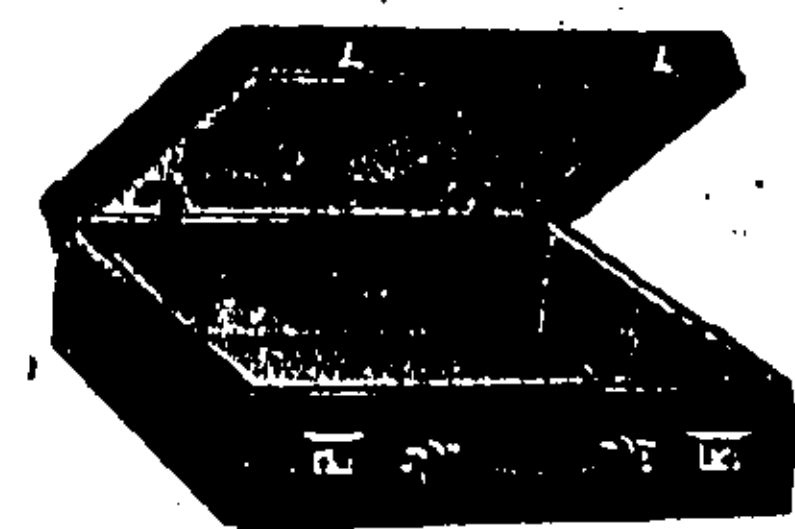
Wifely Solicitude

Every Woman Who Has An Over-worked, Run-Down Husband Should Have Him Try DR. WILLIAMS' PINK PILLS.

The finest tonic for every man who has become over-wrought, nervous, enfeebled, run-down, through over-work, business worries, or other cause, is a good long holiday—preferably on the sea—where he can have complete change of air, food, and environment. But unfortunately it is not always possible—especially here in the Far East—to get away from the daily round. Responsibilities are too great, leave-of-absence is not to be had for the mere asking, sea trips are expensive and hardly to be thought of these hard times.

What then is to be done? The next best thing is to take a good blood and nerve tonic, and the best of all tonics is Dr. Williams' Pink Pills. For over forty years these world-famous Pills have been restoring health and strength to weak, nerve-racked, despairing men—and women too. Their first effect is to revive lost appetite. Then they aid digestion, build up the nerves, restore the blessing of sound invigorating sleep, and the good rich, red blood they make at every dose carries new nourishment, health and strength throughout the whole system. Innumerable sufferers have built-up and revitalised themselves through Dr. Williams' Pink Pills in this way. Why not you? Chemists everywhere sell them, or post free \$1.50 per bottle, 6 bottles \$8, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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BRINGING UP FATHER.

BY COLLYN MAGGIE'S BROTHER IS OUT OF JAIL—HOW DOES HE DO IT?

I SEE BY THE PAPER YOUR BROTHER IS OUT.

YES! HE PHONED AND IS GOING TO CALL ON US MAYBE TO-DAY. I KNEW THEY COULDN'T HOLD HIM FOR THAT ROBBED THE INNOCENT BOY.

THEY'D HAVE HELD HIM, IF THEY COULD, BUT HE BROKE OUT OF JAIL.

JARVIS—LOCK UP ALL OF THE SILVER-WARE!

World News In Pictures

Il Duce Kisses Constable



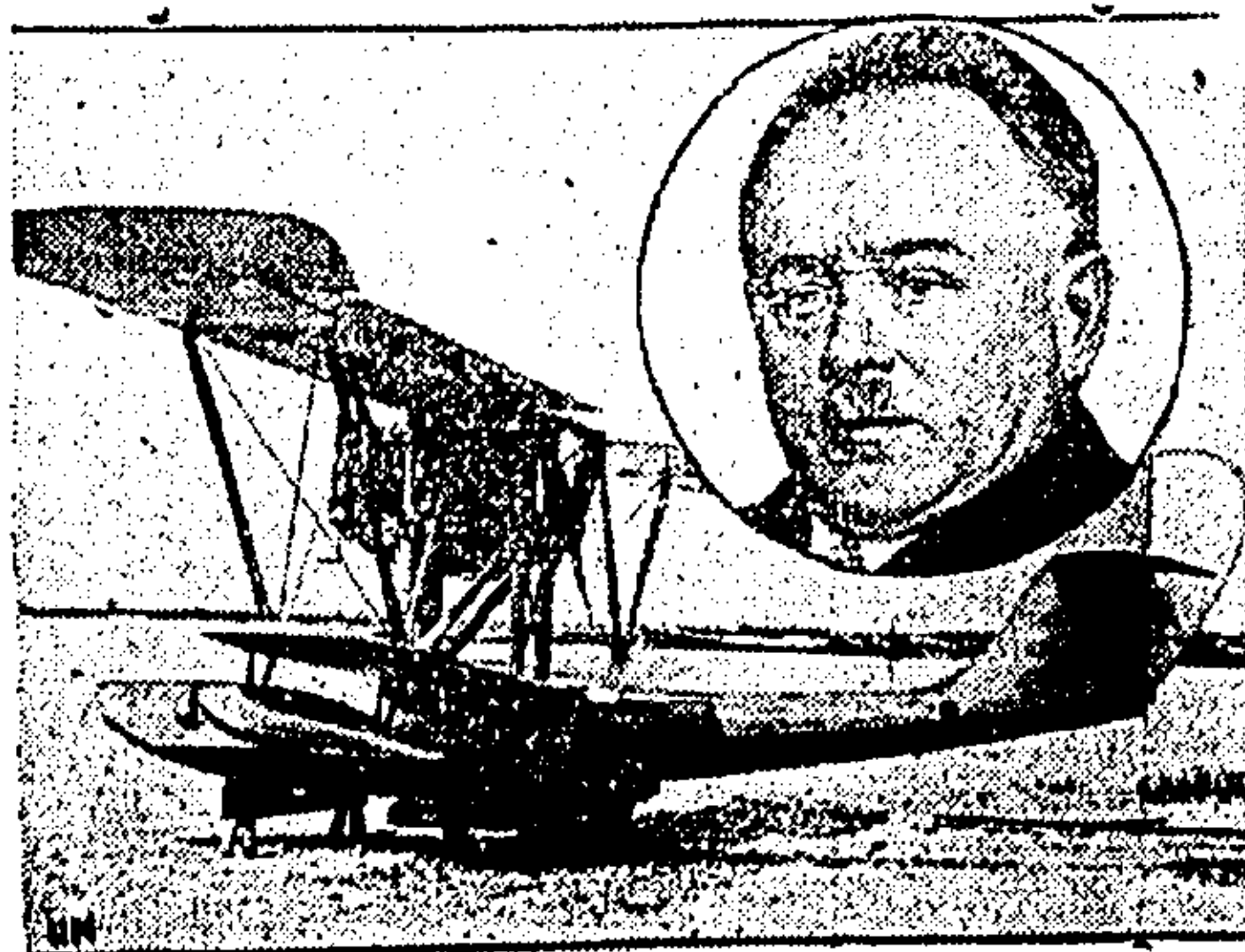
Premier Mussolini rewarding a policeman who risked his life on duty. A kiss was Il Duce's gift to the officer.

A Feline Mascot



Baron Koehn Warthausen, circumnavigating the world in a tiny monoplane is shown with a Siamese cat which was presented to him in Bangkok, Siam, as a good luck mascot in his trip to the United States.

Experience Not Necessary Now



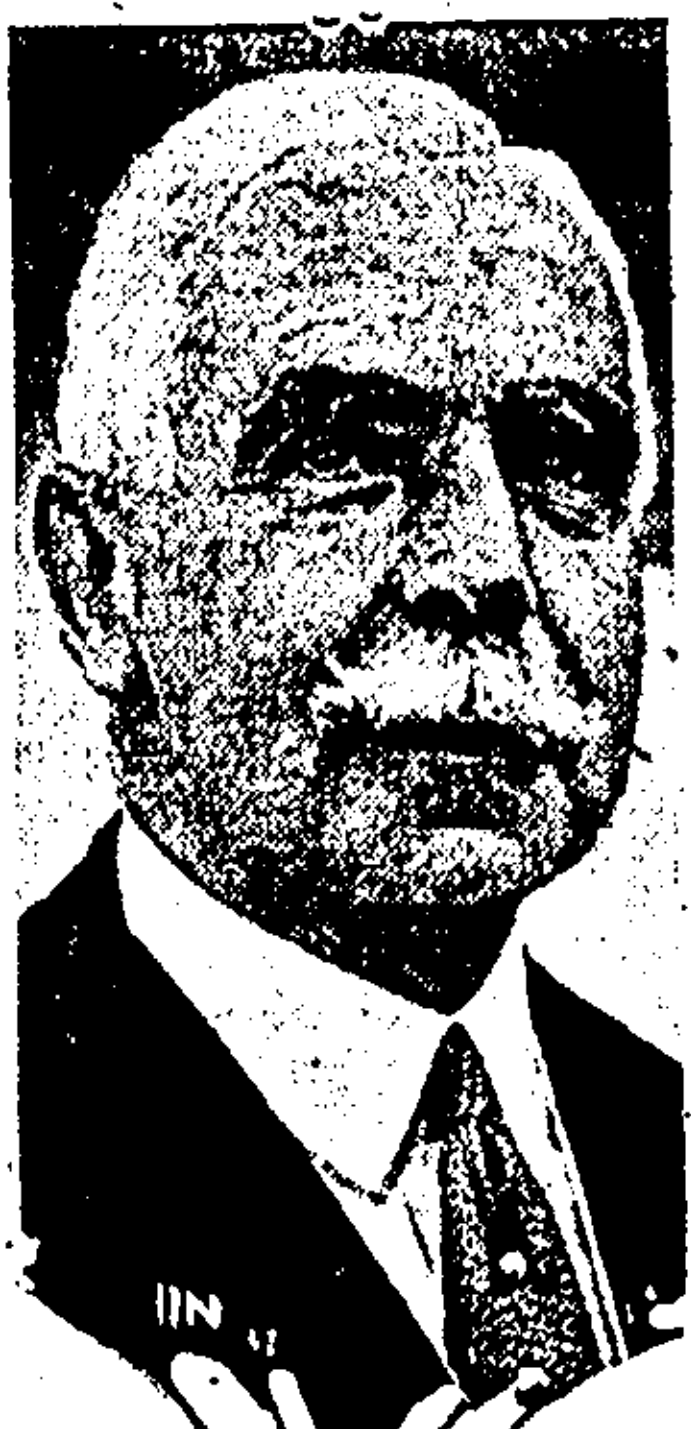
Hans Hocke, trial flight director of the Czecho-Slovakian Academy at Prague, is shown with his fool-proof plane. He claims that in the event of an inexperienced pilot losing control, the plane will automatically stabilize itself.

Cathcart's Daughter And Her Fiance



Dolores De Grey Warton, sixteen-year-old daughter of Vera, Countess of Cathcart, and twenty-year-old Theodore Medlam, whose engagement has been blessed by the Countess in spite of their youth because, she says, "romance is the salt of life." Countess Cathcart was the centre of an Ellis Island sensation in 1928 when she was barred from the United States on the grounds of her "moral turpitude" but the ruling was later relaxed.

Appointment Forecast



Otto H. Kahn, banker and patron of the fine arts, who is expected to become the Treasurer of the Republican Senatorial Committee in spite of violent protests.

New Foreign Minister



Delegate Havemann, a well-known painter of Hildesheim, who has succeeded the late Dr. Gustav Stresemann as Germany's Minister of Foreign Affairs.

World's First Air-Born Babe



Mrs. Margaret Dorothy Evans and her baby girl, which was born in an aeroplane flying twelve hundred feet over the city of Miami. The baby is declared by specialists to be a perfect specimen in spite of the unusual birthplace.

Offers Life For Money



Jose R. Valle, young Nicaraguan student, is dying from a mysterious malady. He offers his life to science in the hope of obtaining money so that scientists may discover a cure for the disease which threatens his son's life.

Writing New Air History



The crew of the Russian plane, "Land of the Soviets," are shown here after their arrival in Chicago, where they were entertained by Henry and Edsel Ford. The flyers are (left to right) S. A. Shestakov, commander; B. V. Storingov, P. E. Bolotov, navigators; F. V. Fuvster, mechanician.

Briand Refuses to Head Cabinet



Much to the surprise of his many followers, Aristide Briand declined to accept the task of forming a new government for France. Failure of the Radical Socialist, Edouard Daladier, to form a new French Government, thrust Briand forward as the most likely to make the attempt. Briand, however, refused to comply with the request, which brought into power Edouard Daladier as the new Premier. Edouard Daladier, facing the Chamber of Deputies, making an impassioned plea to save the Government which he constituted upon the recent resignation of his chief.

WITH ALL THE PEP
of a Jazz Band.



All the Poise
of a
Drum Major



The Assurance
of a
Radio Announcer.



The Attention that
a Manipulator
Caught Short in the
Market
Gives the Ticker



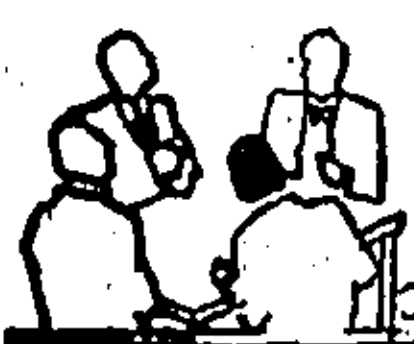
The Perseverance and
Optimism of an Ancient
Pedant learning to Play
Ping Pong



and the Pride with which a
Bride Ties, Her New Hubby's
Tie.



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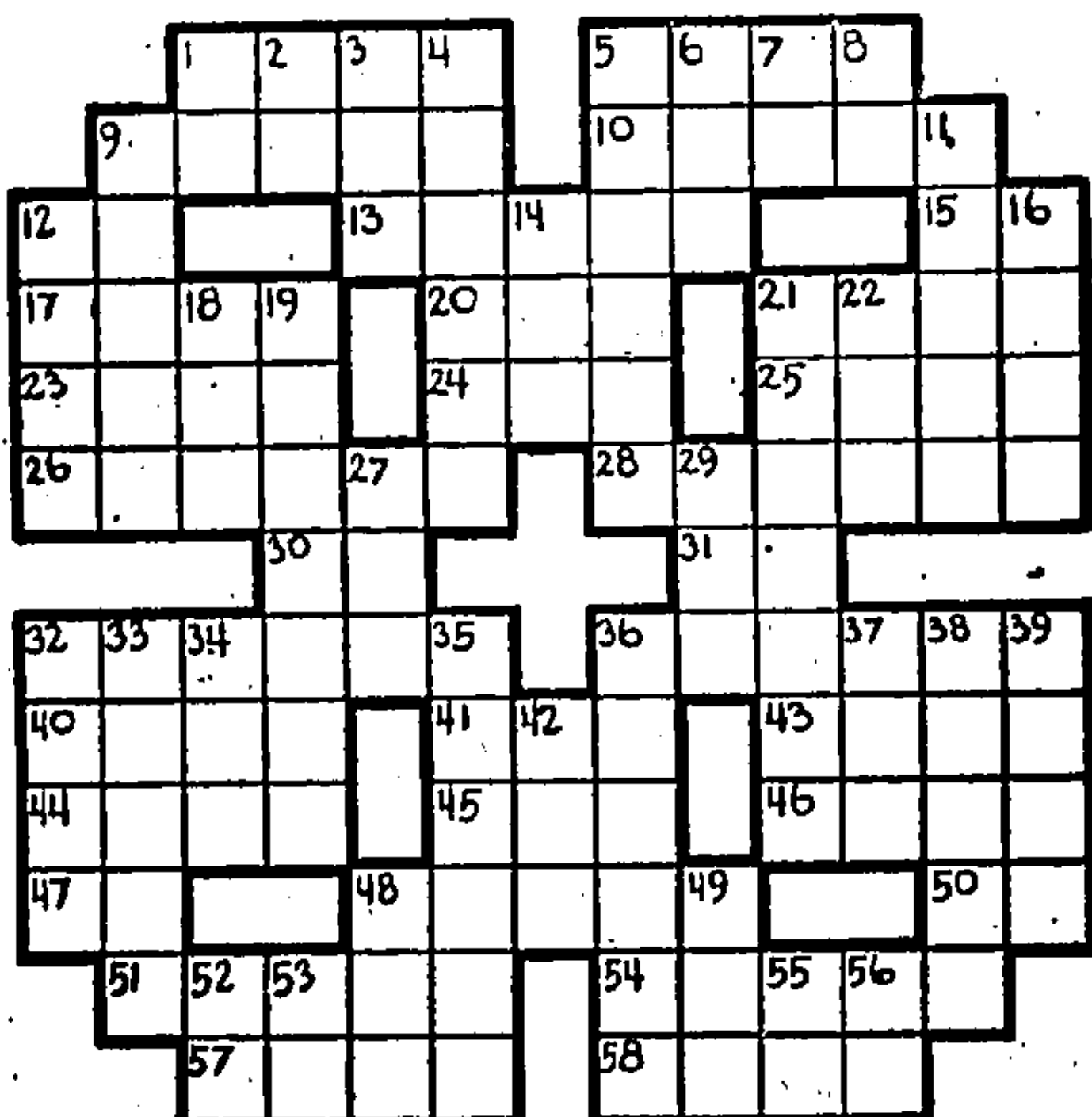
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plain, and altho.)



HORIZONTAL

- 1—To separate into grades.
- 5—Slide.
- 9—Impe (Arabic Nights).
- 30—Substance used in developing negatives.
- 32—Exist.
- 33—Volcano on island of Martinique.
- 34—Printer's measure.
- 35—Perfection.
- 36—Religion (abbr.).
- 37—A dark-skinned foreigner.
- 38—Pelt.
- 39—House pet.
- 40—River in Tyrol and Bavaria.
- 41—Console.
- 42—Harsh.
- 43—Company (abbr.).
- 44—Roman number.
- 45—Hustle.
- 46—An igneous rock.
- 47—At or to the sea side.
- 48—Goddess of mischief (Gr. Myth.).
- 49—Vault.
- 50—Stead (simplified spelling).

HORIZONTAL (Cont.)

- 46—An anarchist.
- 47—Aphetic form of arrear.
- 48—Krone (abbr.).
- 49—Jeer.
- 50—To sign as correct.
- 51—Humbly.
- 52—A unit of weight for game.
- 53—Melt.
- 54—Part of leg.

VERTICAL

- 1—Prefix. Apart.
- 2—Ahead.
- 3—Tear.
- 4—A large cask.
- 5—A food fish (pl.).
- 6—A Confederate general.
- 7—Pronoun.
- 8—A river in N. Italy.
- 9—A lizard having toes with adhesive disks.
- 10—Light and fine, as a line.
- 11—Lowest tone of a male voice.
- 12—A grassy meadow.
- 13—Greater in number.
- 14—Unit of length in measuring diameter of wire.

VERTICAL (Cont.)

- 19—Performed.
- 21—That by which a number is divided.
- 22—Chemical suffix.
- 23—Used in naming enzymes.
- 24—The highest officer of a regiment (abbr.).
- 25—Feminine name.
- 26—To make warm by genial heat.
- 27—Extreme.
- 28—Perceive.
- 29—Gained.
- 30—Adorn.
- 31—Interjection. Hall.
- 32—The garden dormouse.
- 33—Migrate.
- 34—The letter T.
- 35—Point of compass (abbr.).
- 36—Goddess of the sea (Norse Myth.).
- 37—College degree (abbr.).
- 38—An exclamation of surprise.
- 39—Musical note.
- 40—One (Book).

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION

FILED	ANGLE
WAVE	ELATE
RACCOON	ELATE
THE	ELATE
MUSH	ELATE
CODE	ELATE
LEADS	ELATE
C	ELATE
ALL	ELATE
UNITE	ELATE
PIPPES	ELATE
SNEER	ELATE
STEED	ELATE
NODDLE	ELATE

STANDARD TIMES Sunrise And Sunset In Colony

Sunrise and Sunset in Hong Kong for December (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

December	Sunrise	Sunset
12	6.53 a.m.	5.40 p.m.
13	6.54	5.40
14	6.54	5.41
15	6.55	5.41

THE MAN WITH THE SCALPEL

The Art Of Surgery — Ancient And Modern

EVIL SPIRITS

Why The Heart Of King Pharaoh Hardened

OPERATIONS DESCRIBED

Lord Moynihan, president of the Royal College of Surgeons, who lectured at Leeds on "Surgery, ancient and modern," showed some remarkable photographic slides of the results of surgical operations performed a thousand years before Christ and of the actual anatomical remains of the Pharaoh of Moses's time, and also of Napoleon.

WELL-PRESERVED HEART

Perhaps the most interesting visceral discovery, he said, was that which afflicted the Pharaoh of the Oppression. The large vessel springing from the heart of this monarch was found in such a well-preserved state that Mr. S. G. Shattuck, of the Royal College of Surgeons, was able to take sections of it and compare them with those taken from a man recently dead. The two sections were seen side by side on a lantern slide, and no pathologist could tell him which was the ancient and which the modern vessel. Both were attacked by the disease atheroma, a condition in which calcium salts are deposited in the walls of the vessel, making it rigid and inelastic. The vessel did not expand adequately to the stream of blood coming from the heart.

High Blood Pressure

Blood pressure was therefore high, and the vessel was apt to give way, forming an aneurism or, if the ruptured vessel was in the brain, a "stroke." Mental changes went with that rigid arterial system. There was a narrowness and rigidity of outlook, loss of enthusiasm, or dread of new adventure and restriction in all enterprise. They had the clearest proof that those mental defects were not lacking in Mer-en-Phah, for the Book of Exodus, chapter IX, verse 12, said:

And the Lord hardened the heart of Pharaoh and he hearkened not unto them.

Survival of Viscera
It is interesting (said Lord Moynihan) to have an ocular demonstration of the truth of the Old Testament. The preservation of specimens illustrated by this survival of the viscera of Pharaoh is always interesting and sometimes very informing.

A portion of the viscera of Napoleon the First is in our museum of the Royal College of Surgeons. Certain little tumours found on the intestine were believed at the time of Napoleon's death to be cancerous. A re-examination of them by Sir Arthur Keith shows that the tumours are not malignant but are similar to, perhaps identical with, those found in the case of "Malta fever."

Old Disease Rampant

Another disease found in Egypt was infantile palsy, with which we were unhappily made very familiar once again in an epidemic of only two years ago.

The earliest operation known was practised for the relief of the malady of the possession of evil spirits. Holes were made in the skull to permit of the escape of the spirits. Sometimes one opening sufficed, but two, three, four,

or five holes were sometimes found, and in one skull found in Peru a silver plate was found fitted to the cranial defect, no doubt to prevent a too considerable extrusion of the brain. The operation of trepanning must have been successful as a rule, for the very great majority of the skulls examined showed a more satisfactory healing of the bone edges.

The Royal College of Surgeons now possessed wonderful collections of skulls recently brought home from Peru in which all varieties of openings were found and all stages of healing. In some cases infection followed, and the bone around the opening was in consequence much diseased. In one mummy from Peru the operation had so damaged the underlying brain that paralysis of the opposite side of the face had resulted.

Other skulls found in the same tomb showed injuries received in warfare—sabre cuts, so to speak—and the survival of one particular warrior after three desperate wounds after long intervals showed that the art of the surgeon or the vigour of the patient would do credit to ourselves.

Ancient and Modern Soldiers
The profession of medicine had always had a close relation with religion and magic. The "step pyramid" at Saggarah was the oldest stone building still standing in the world, and during a visit to this pyramid with Mr. Firth, head of the antiquities department, Mr. Firth called his (Lord Moynihan's) attention to two lines of black hieroglyphics in the passage leading to a side chapel. During the war Australian troops had left their names and initials scribbled on various columns on the altar of the temple. One man had written:—

I am the only survivor of my company which fought in Gallipoli. John Smith, Melbourne, 1917.

Mr. Firth, pointing to the hieroglyphics just uncovered, said that they read:—
I am the only survivor of my company which fought in Punt, and I have come to worship at the temple of my fathers.
And there followed his name and date, about 1250 B.C.

The hand of the aunt of Tutankhamen showed a fracture of the bone at the base of the ring finger. The healing was admirable. The most interesting of all the fractures found in Egypt were found in a young girl who had broken both forearms and had presumably died of other injuries, for the bones were only just united, and all the splints and bandages were still in position.

"OPEN HOUSE IN FLANDERS"

KING'S INQUIRY OF "MOTHER OF THE BRITISH ARMY"

WAR MEMORIES

Innumerable British soldiers who fought in the war met the Baroness Ernest de la Grange, owner of the famous old chateau, La Motte au Bois, who was better known to those who served in the Messines sector of Flanders as the "Mother of the British Army." Her reminiscences, published under the title of "Open House in Flanders," will come as a reminder that there was sometimes a lighter side to the war, at least on the Lines of Communication.

Not that the chateau was always behind the lines. Early in October, 1914, it was in danger from marauding Uhlans, and when these were driven back the chateau became the headquarters of successive staffs of British Generals. Then came the German offensive of 1918, and the chateau, situated in the Forest of Nieppe, midway between Merville and Hazebrouck, came in for heavy damage from close-range artillery fire.

The book, with its chat about the billeted staffs, the inroads made by bagge, horses, and engineers on the lawns and in the gardens, and the hysterics of French domestics at the wholesale methods of the orderlies, makes it as fascinating to read as a novel by Maurois.

Visit from the King

"I am already beginning to have domestic worries," writes the Baroness in her diary. "My cook is frightfully bad-tempered. . . . She cannot endure the dirt and untidiness produced by Army orderlies and cooks in her hitherto spotless kitchen. . . . I act as buffer—a thankless job!"

On one occasion the cook had a row with the General's cook, and threw a pan of boiling water at him. "She seized the man by the throat and had nearly strangled him when the General and myself, attracted by the uproar, intervened, each striving to 'collect' our respective combatants."

These squabbles, however, sank into insignificance when the King, who visited the troops in 1914, called on the Baroness at the chateau. He delighted her by asking: "Madame, I hope you have no complaints against the British Army."

When she ventured to ask the King his opinion of the war, he replied, "with an energy which delighted me: 'My cousin Williams thinks he will win, but he won't. We shall conquer!'"

The book is translated from the unpublished French by Melanie Lind.

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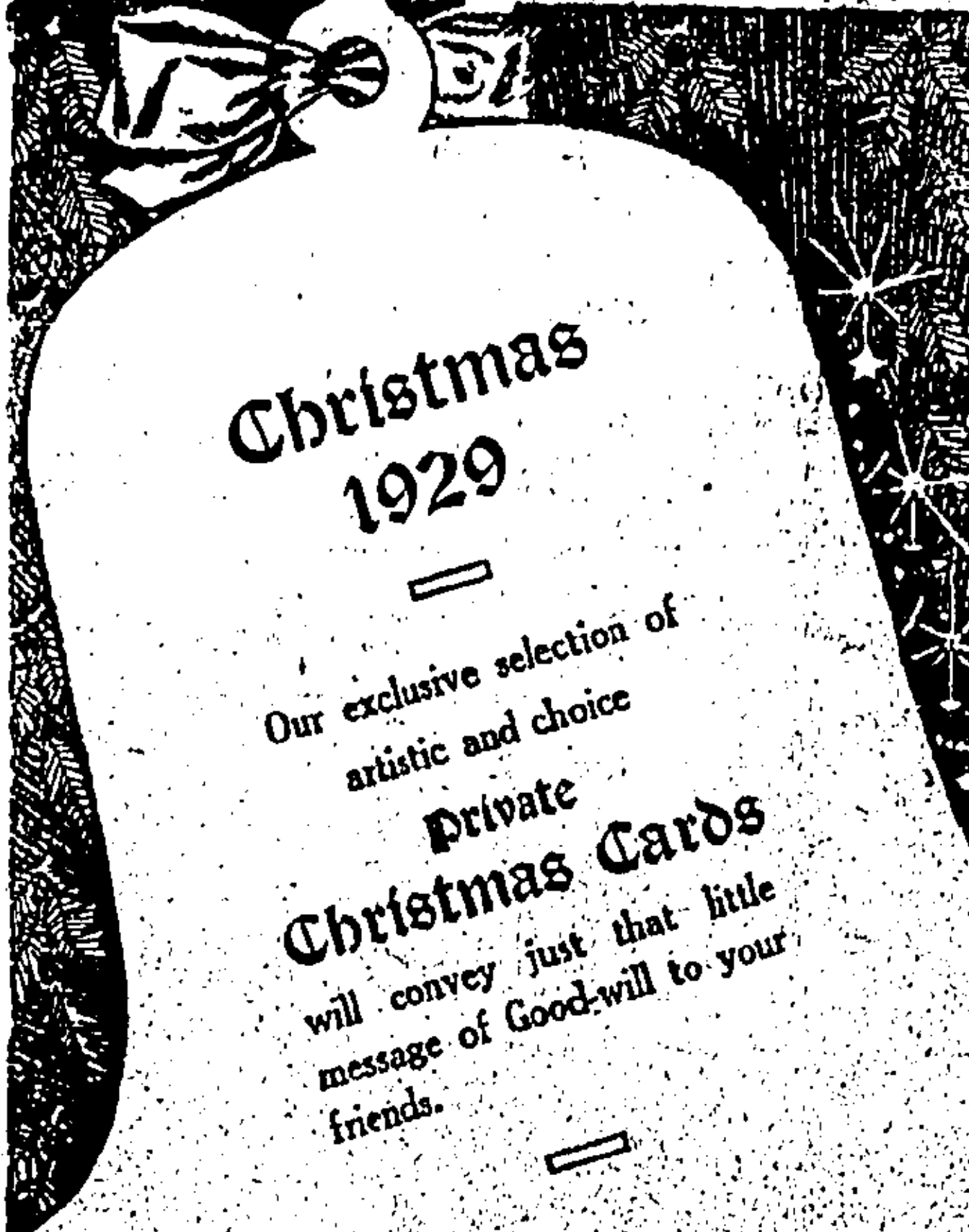
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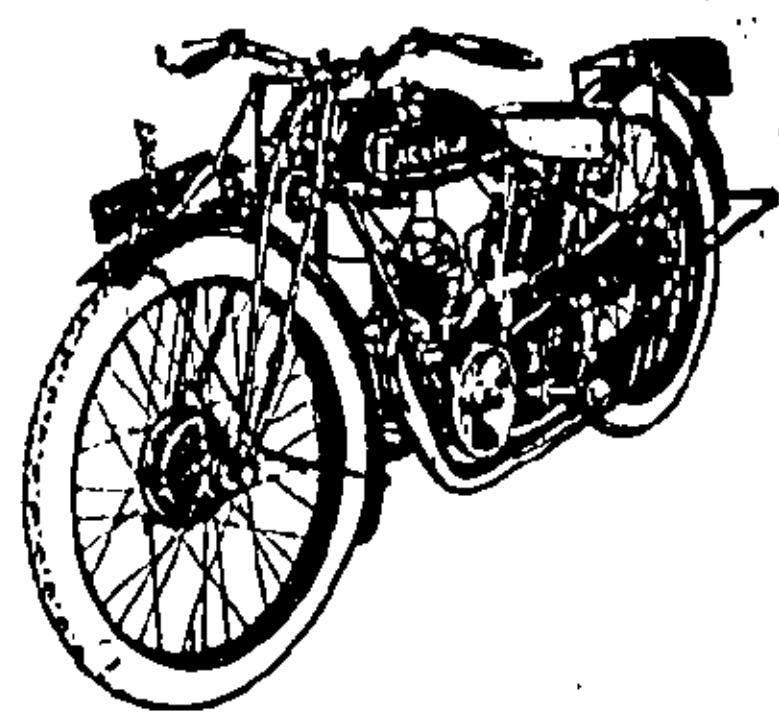
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THE MOTORISTS' PAGE.

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CHURCH ON WHEELS

Strange New Uses For Motor Cars

Two uncommon motor vehicles have just been completed to special order by British manufacturers. They are a travelling bathroom, ordered by an Indian Prince, and a motor church, built to the specification of a Christian missionary society.

The mobile bathroom is built on a 30 cwt. chassis and the interior includes a porcelain lined bath, wash-hand basin, divan and dressing table, all of which are cleverly designed to fit into the relatively small space available.

An ingenious apparatus, controlled by a thermostat, transfers the waste heat from the engine to the bath water system, ensuring a constant supply of hot water. Special springs and Dunlop pneumatic tyres are fitted to the vehicle to ensure smooth running over rough jungle tracks. The car is to be used in the Prince's hunting expeditions and is fitted with a special glass which permits a clear view from the interior without the occupant being visible from the outside.

The motor "church" is mounted upon a lorry chassis fitted with Dunlop tyres and it is equipped with an altar and pews. The body is built so that it can be used as a pulpit and the vehicle was consecrated before it was put into service.

NEW MODELS

Designed For Universal Service

It is pleasing to note, says "The Commercial Motor," that some of the more far-seeing concerns are busily laying out their plans for new models so that they may be used in other lands without it being necessary to effect costly alterations. Obviously, it is not always feasible to alter existing designs to permit right or left-hand control being arranged at will to suit the legal requirements of the lands concerned. With new models, however, the circumstances are very different, and it is refreshing to find that many of our makers are giving practical effect to their realization of the urgency for machines which can be sold equally well at home and abroad.

At times we hear that British salesmanship is lackadaisical and the business men of other countries are quoted as ideals. It is therefore all the more encouraging to see that the coming overseas-sales campaign is being anticipated by those responsible for producing vehicles for immediate sale in this country.

NO SQUEAKS

Inter-Leaf Spring Lubrication

The best engineering minds on spring suspension and shock absorber control insist that all possible friction from within the leaves of the spring should be removed if the shock absorber is to be permitted to function as it should. Cars will ride better and longer life will result if proper inter-leaf spring lubrication is used.

While most motor car manufacturers apply grease to the springs, brushing it in by hand, considering it a very satisfactory method, the Pierce-Arrow Motor Car Company is interested in spring lubrication beyond the mere swabbing of the leaves. All Pierce-Arrow Straight Eights are equipped with spring covers which are packed with lubricating grease that will seep in between the leaves of the springs. The covers will also keep out water and

VERY POPULAR

Distinctive Lines Of Beauty

Coupled with the popular Willys-Knight "70-B" the new Willys-Knight Great Six line has struck the most popular public accord in Willys-Knight history. This is indicated by the continued wide acceptance of the "70-B" line which was introduced earlier in the year and the high sales volume for the new Great Six which made its debut but a short time ago.

The introduction of the new Great Six line, which is entirely different in appearance from any model heretofore presented by Willys-Overland, places the Toledo Company in a strategic position in the field of cars that range from \$1,000 to \$2,000. With the Willys-Knight "70-B" ranging upwards from \$1,045 and the new Great Six listed at \$1,805, the advantages of the Knight piece-valve type of engine are now available, not alone in the lower price brackets but in the quality car field as well.

Unusual attention has been centred in the new Great Six, not alone because of the distinctive individuality of design but because of the marked luxury and outstanding performance. Motor car designers have carefully studied the striking lines of the new Willys-Knight model and see in the design a higher order of beauty in the fine car field.

Marked interest also has been shown in the new treatment of the moulding on the Great Six models, which is outstanding as departure in motor car design. The moulding on the side of the car, by means of a sweeping curve, is brought up to the centre of the cowl and then directly forward to a diminishing width at the radiator cap. This distinct feature permits the effective colour treatment employed.

PAINT AND CARS

Simple Time-Saving Device

The simplicity of many time-saving devices employed by Studebaker in the building of its motor cars is exemplified in the method used to paint engines.

Many important parts of an engine, such as the carburettor, generator, fuel pump, spark plugs, distributor, oil filter, starter motor, exhaust and intake manifolds, must not be touched by paint. Were it necessary for a workman to do the job by hand so as to carefully exclude these parts, much time would be required for the work. A simple and effective method of painting has been devised by Studebaker, which cuts the entire operation to less than 1½ minutes per engine.

As the engine leaves the motor assembly line, it is hooked to an overhead chain conveyor which transports it to the paint booth. Just before the engine enters the booth, attendants slip specially shaped metal hoods over the parts to be left unpainted, and as the engine slowly travels through the booth on its conveyor, a workman armed with a compressed air sprayer allows the paint spray to play over the entire engine. When the engine emerges from its enforced baptism, the metal hoods are removed, leaving the protected parts untouched by paint. Hundreds of engines are painted in this manner every day at an enormous saving in time, which contributes to lowered manufacturing costs and enables Studebaker to sell quality cars at low prices.

other foreign substances that tend to cause rust and friction. By use of this method, the springs on all Pierce-Arrow Straight Eights are always well lubricated—free from squeaks and rattles and protected from the elements.

RESEARCH TO-DAY

Pool Results In The Motor Industry

Dealing with the need for pooling the resources of research and the interchange of technical knowledge, "The Motor" points out that many instances could be given to show the utter folly of individualism carried to excess in engineering. Car "A", for example, never has piston trouble and uses very little oil; car "B" requires new pistons every 10,000 miles and swallows oil wholesale.

Brakes constitute another example. On car "X" they are very efficient and light to control; on car "Y" they are inefficient and need a heavy foot pressure; on car "Z" again they are efficient but tend to grab owing to a fierce servo action. These three cars have possessed these braking characteristics for the past four years, reappearing in model after model, and yet nothing seems to be learned from the experience of others.

There are many designers who seldom drive at all. Consequently it is not really surprising that they should show such a lack of appreciation of what their competitors are doing.

At the present time the only genuine pooling of experiences and research which occurs is effected at the meetings of the Institution of Automobile Engineers. Even here, however, there is sometimes a lamentable tendency on the part of speakers to withhold essential data. True, there is a Research Association, but this body has up to now received scanty support from the industry, only a few concerns subscribing to its upkeep.

"The Motor" suggests a thoroughly equipped research organization, supported by every British car manufacturer and run under the auspices of the Institution of Automobile Engineers; the technical knowledge gained in the researches undertaken could then appropriately be disseminated by papers presented at meetings of the Institution. Free discussions following such papers would no doubt provide further elucidation of the problems involved.

MOTOR CYCLES

Front or Back Wheel Drive?

The question of whether the motor cycle could be improved by driving it by means of the front wheel instead of the back is one that is not infrequently discussed by technicians.

It is, in fact, generally agreed that front-wheel drive would be advantageous for many conditions of service, notably for use in undeveloped countries where roads are practically non-existent, but it is apparently felt that the difficulties attendant upon conveying the drive to the front wheel in a reasonably efficient and inexpensive manner are so great as to make an experiment of this kind rather a gamble from the commercial point of view.

That, probably, represents the view taken of the question by the average designer. On the other hand, according to the "Motor Cycling," more than one well-known motor cycle engineer is at present engaged upon the task of developing the front-drive model.

ONE-WAY LAWS

Traffic Difficulties in London

The "one-way" traffic laws in London seem still to be somewhat perplexing to the country motorist. A girl, driving her own car, caused considerable amusement in one of the busiest parts of London.

Not conversant with the rule of the road at a spot where several lines converged, she got hopelessly tied up through following the wrong stream of traffic, and, much against her will, found herself going round in a vicious circle from which it seemed impossible to extricate herself. Three times she found herself back in the same spot, and, being in a terrific hurry to keep a luncheon appointment, she seized an unlawful opportunity and—making a sudden "right turn," followed quickly in the wake of a taxicab which was going in her desired direction.

You, Too? In a moment, however, her guide made an abrupt stop—obviously a traffic block—and the young motorist, her patience now at a low ebb, feverishly awaited with her hand upon the clutch— anxiously glancing at her wrist watch as the minutes went by and hopes of luncheon became dimmer.

At last, unable to bear it any longer, she sounded her horn—first almost apologetically and then in irate exaltation. Obtaining no satisfactory results, she proceeded to send forth long, vicious whistles which ultimately aroused the languid attention of the taxicab driver ahead of her. Turning his head lazily, he took in the situation at a glance, and, waving his arm towards the "block" ahead, observed: "Well, liddy, have you joined the trade, too?"—at which she discovered that her small car was "waiting for a fare" at the rear of a taxicab rank.

A LUCKY MAN

Escape From Death In Air

There is no doubt that Commander Glen Kidston, a charmed life. His escape from death in the air crash on November 8 follows only a few weeks after his going through a hedge at ninety miles an hour in the Ulster road race. He has had other smashes too.

The news of his escape will be greeted with delight by all the Bentley Boys, of which he is one of the leaders. He was second in the Le Mans race and also second in the Dublin race, when he lost by 14 seconds. He has tremendous courage and his pit-work is remarkable and forcible. In appearance he is short, dark, and broad.

Many Motor-cars. When he was in the Navy, where he had to serve a specified number of years in order to fulfil a clause in a will leaving him a large sum of money, he had more motor-cars than anyone in the Service. On one occasion when he was stationed at Malta an aircraft-carrier brought out three racing cars, an aeroplane, a motorboat, and a sports car for him.

Another lucky escape he had was when he bought the Fokker out of which the late Captain Lowenstein fell in his fatal cross-Channel flight. He and one or two friends had intended to go to big game shooting with it. But they crashed it at Malta. At one time he commanded the biggest submarine in the Navy. He is a son of Lady Widdiam.

LINDBERGH

Turns Out A Racing Motorist

Colonel Charles A. Lindbergh has proved himself to be almost as much at home at great speed on the ground as in the air. Driving a Packard stock car at 112 miles an hour, he showed an aptitude that would make him one of America's greatest racing drivers if he were to take up this form of sport. Colonel Lindbergh's face was wreathed in smiles as he stepped from the car after completing half a dozen or more laps at top speed on the concrete track of the Packard proving ground near Detroit. It was the fastest he had ever ridden on the ground.

He was personally clocked by Mr. Alvan Macauley, president of the Packard Motor Car Company, and showed, as usual, that he could travel at tremendous speeds with the utmost safety while he was in control at the wheel.

According to Mr. C. H. Vincent, who rode with him, Colonel Lindbergh is just as good as any of Packard's expert drivers. Mr. Vincent pointed out that he is a natural born driver of great ability, for he has all the qualities of an expert, plus proper judgment and caution. With a little more track experience and greater familiarity with racing practice, Colonel Lindbergh would be qualified to compete in any automobile racing contest.

USE THE FOOTPATH

Need Of Care By Pedestrians

Mr. J. C. Bates, the West Cheshire coroner, at a Wallasey inquest said: "I see there has been formed a society for the protection of pedestrians. My advice as a coroner and a coroner, is that the first thing they should do is to persuade pedestrians to use the footpaths instead of the roads, and to look before crossing."

If that were done there would not be many accidents, to pedestrians. Most accidents are due to pedestrians themselves.

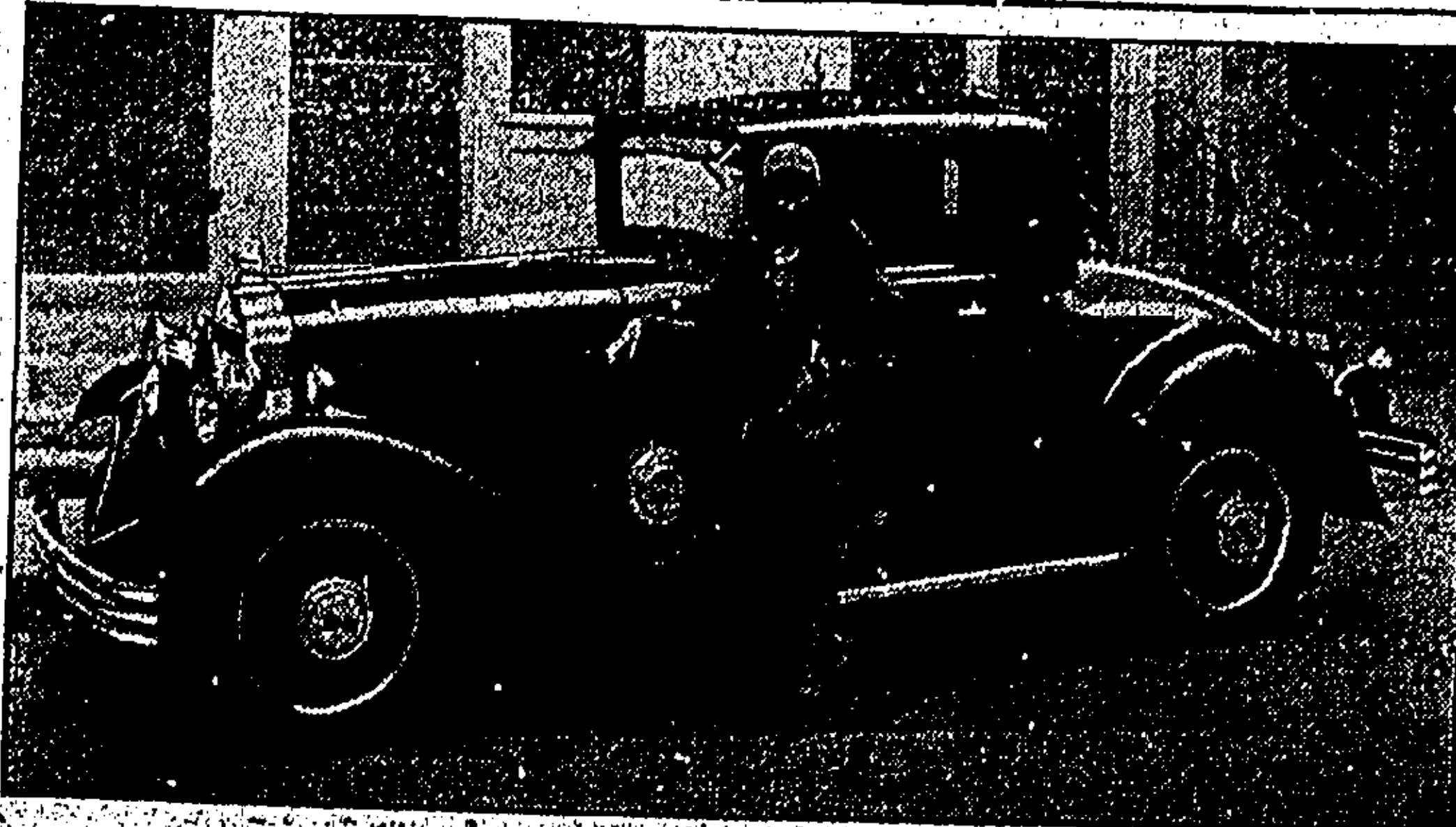
Mr. Lyon Clark, the West Bromwich coroner, said at a road death inquest that he hoped the jury would not take the view that only one section of the community needs to take extra care. It was the duty of everybody, to exercise care.

He thought it was unfortunate to find such an association as the Pedestrians' Association, as if the pedestrian had some independent legal moral right to the road. What was wanted was an association of sensible people to take reasonable care.

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USE OF HYDROMETER 6-CYLINDER ENGINE

Benefit Of Testing Car Battery

Sulphuric acid is much heavier than water, and so a solution of sulphuric acid and water (as the electrolyte) will be heavier than water, and the greater the proportion of acid to water the heavier will be the solution.

When the electrolyte is first poured into the battery much of the sulphuric acid will be absorbed by the plates, and so the electrolyte becomes lighter in weight, the proportion of acid to water becoming less. As the battery is charged, however, the sulphuric acid is thrown out of the plates and into the electrolyte again, thus making the electrolyte heavier. As the battery is discharged the acid will again be absorbed and the electrolyte becomes lighter.

Hence then, is a way in which to see how well charged the battery is—namely, by weighing the electrolyte.

Weighing the Electrolyte

The best way to weigh the electrolyte is by means of a hydrometer. This is a glass tube made air-tight, having some lead shot as weight in the bottom and having a scale of numbers in the top.

The hydrometer is so weighted and proportioned that when placed in pure water it will sink to such a depth as to have the top of the water come to the 1,000-mark on the scale. The very top is the 1,000-mark of many hydrometers. If placed in a liquid heavier than water it will not sink so far, and the number to which the top of the liquid comes will give the weight of the liquid as compared to the weight of water. Thus, the liquid weighs 1.3 as much as water does.

So, then, to test a battery to see how the charge is, draw out some of the electrolyte and place it in a hydrometer. When the reading is:

1.275 to 1.300 battery is fully charged.
1.260 battery is $\frac{3}{4}$ charged.
1.210 battery is $\frac{1}{2}$ charged.
1.160 battery is $\frac{1}{4}$ charged.
1.120 battery is discharged.

A special hydrometer syringe with which the electrolyte can be drawn out of the battery, and also containing the hydrometer, can be purchased at any accessory store and will prove a handy device to have.

While you can test a battery of dry cells with an ammeter you cannot do this in the case of a storage battery. In the first case the amperage is seldom over 22, while in the second case it will be so high as to burn out the instrument, there not being enough resistance.

Filling With Water

The water of the electrolyte constantly decomposes and disappears in the form of a gas. For this reason, about once a week, you should fill the battery with distilled (not filtered) water. The hydrometer syringe referred to above is an excellent device for doing this. Filling with distilled water is extremely important if the battery is to have a long and efficient life.

Do not attempt to test the battery after filling with water.

Never put acid into the battery.

A storage battery can only be charged by a direct current and when charging the positive wire of the charging current must be connected to the positive of the battery and the negative to the negative. The voltage of the charging current should be somewhat greater than that of the battery, while the amperage should not be above one-tenth of the capacity. When a battery is charged or discharged very quickly it will overheat, and this overheating may result in the plates warping. When the plates warp the paste will fall out of the grids. Not only will this prevent the battery from taking a charge, but it will short circuit the plates at the bottom. For this reason the battery must be charged slowly.

Using the starting motor for a considerable time at a stretch means a quick discharging of the battery and a possible overheating and warping. Therefore, if the engine does not start quickly, do not use the starter for a long time, but get out and find out why the engine does not start.

Keep your battery clean. If the smallest quantity of iron or copper, etc., gets into the battery, an iron or copper sulphate will form on the plates and so make them inactive.

Do not leave a battery standing in a discharged state for any length of time.

It is a good practice to wipe the terminals with a cloth on which there is little gasoline.

Acid must never be put into the battery. If the electrolyte is spilled by accident the battery must be refilled with a solution of acid and water. It is best to let the battery man do this for you.

When you disconnect the battery, wrap the terminal wires in insulating tape.

Product of Guy Motors, Ltd.

Guy Motors, Ltd., of Wolverhampton, have now produced a six-ton four-wheeler incorporating their latest type of six-cylinder engine. They have also produced a six-cylinder ten-tonner with side valves.

In addition their passenger models have been much improved. All are now equipped with a new and improved radiator, and all the six-cylinder engines have a patent cylinder head which allows the compression ratio to be raised considerably, and increases the power output. The head is of aluminium and is very completely water jacketed. Aluminium pistons are also used.

The new FC type six tonner has a straight frame and forward control. The six-cylinder engine produces over 105 brake-horse power, and the auxiliaries are gear driven. The engine single plate clutch and the four-speed gear-box are carried in the Guy patent sub-frame which is itself mounted at three points in the main frame.

Drive and torque are taken by the springs, while the rear axle is of fully floating type with overhead worm drive.

The two new six-wheelers introduced by this firm are also on show at Olympia. These are a six-ton six-cylinder trolley and a 56-70 seater double-decker developing 105 h.p.

The advantages claimed for the six-wheeler vehicle are the halving of the rear axle weight, the reduction of tractive resistance, elimination of wheel spin and the material reduction of skidding.

Also it is possible to introduce a lower centre of gravity.

The whole point about the engine in both models is their extreme accessibility. The carburettor and magneto are placed in a particularly handy position, and apart from this the cylinder heads can be taken off in a few minutes without interfering with the valve gear.

The outstanding mechanical features include a seven bearing crank shaft, the Guy patent valve system with inclined valves and cylinder heads, and four-speed gear box, while another Guy patent is represented in the flexible sub-frame.

The controls are also interesting in so far as the steering is of the cam and roller type, and the foot and hand brakes operate on the rear wheels and a vacuum-servo motor assists the foot brake.

BRITISH RECORD

Largest Contract Ever Made

The motoring correspondent of the "Daily Mail" wrote on November 7:—"I am able to reveal that on the eve of the Commercial Motor Exhibition, which opens at Olympia, Kensington, W., to-day, a British firm has completed the largest contract ever made for the supply of commercial vehicles. Morris Commercial Cars, Ltd., has contracted to supply commercial vehicles of its lighter types to the value of £3,541,750 to dealers. All these vehicles will be for the home market only."

Exclusive details of the new Morris commercial models were given in "The Daily Mail" on October 23. They have created a sensation owing to their novel lines. To simplify maintenance, the engine, radiator, and front axle and wheels can be removed as one unit, and a new unit run in so that the old one can be overhauled at leisure.

The show contains the most remarkable array of goods and passenger vehicles ever gathered under one roof. There are cars ranging from tiny delivery vans to huge omnibuses and coaches capable of carrying 60 passengers.

Some of the heavier lorries can carry enormous weights and are designed for special loads, which can only be taken along specified roads and at night.

Some of the coach bodies are most luxurious. They have been designed specially to appeal to women and are fitted with hand mirrors to each seat. Each passenger has plenty of room, and many coaches have folding tables and a kitchen.

Nearly all the vehicles in the show have private-car requirements. Shock absorbers are fitted to most, while one make standardises a "twin top" gear-box with a silent third speed.

ACROSS THE VELDT

Test Of Transportation Tyres

Matched against the sure-footedness of African lions and elephants, Fisk transportation tyres have won a marathon contest staged by the Martin Johnson African expedition lasting the better part of two and a half years. The race was run over the roadless wilderness of British East Africa and southern Abyssinia, where Mr. and Mrs. Johnson successfully sought miles of motion picture film and thousands of photographs to add to their already vast collections in the American Museum of Natural History, New York City.

"The two Knight-motored trucks which we used to pursue African wild animals were equipped with Fisk transportation tyres," said Mr. Johnson. "We started out of Nairobi, in British East Africa, and for eleven months our expedition followed the trails of animals; through Tanganyika, to Lake Paradise, along the Abyssinian border, back to Nairobi, over to Uganda, down to Tanganyika again, and once more into Nairobi. In all this time we did not have a puncture."

"We started out again from Nairobi on the same eight tyres that had carried us through our preceding expedition. For nine months more we hunted new game pockets in Tanganyika, shooting lions, elephants, giraffes, and many other animals with our cameras. Still the Fisk tyres held up. Finally, near the conclusion of this second expedition, one of the eight tyres went flat and was replaced by a spare."

Longevity

Mr. Johnson smilingly confessed to every known crime against the longevity of pneumatic tyres. The one-ton American trucks usually carried a two-ton load, with half a dozen African porters piled on top. The drivers of the trucks were native blacks, who had never joined any societies for the prevention of cruelty to tyres. If the expedition had ever owned a tyre gauge, it was lost. The rubber side walls were torn off by chains and were not vulcanized. As for checking up the wheel alignments, even the terms of "camber," "caster," and "gather" were outside the expedition's vocabulary.

Pig Holes

"Any road in America is a boulevard by comparison with the routes we followed in Africa," said Mr. Johnson. "Across the veldt, bumping over and into rock, strewn gullies or 'dongas,' up the 14,000 foot Ndoto mountains where no motor car had ever been before, through rivers, into 'pig holes' and out again, we travelled. Exactly how many miles we covered cannot even be estimated, but for twenty months out of the two and a half years these eight tyres have been on our trucks, we travelled between 35 and 150 miles daily, practically all across the country."

After a few months in the States, Mr. and Mrs. Johnson returned to Africa, where for ten years they have spent most of their time. A native of Independence, Kan., Mr. Johnson has virtually dedicated his life to studying and photographing the rapidly vanishing wild animals of Africa. Mr. and Mrs. Johnson have achieved international recognition for their African explorations, and are equally well known as authors and lecturers.

MOTOR COACHES

Great Advance At Olympia

London, Nov. 7. The Commercial Motor Show at Olympia, which opens this week, is certainly the most important that has ever been held.

This show is only held in London once every two years, its place being taken in the intermediate year by the commercial section of the Scottish Motor Show, which is held in Glasgow.

Those who visited Olympia two years ago cannot fail to be greatly impressed by the great advance that has been made in the last two years, not only in the design of motor-coaches, but also in the construction of lorries.

In the case of coaches real efforts have been made to incorporate pleasure car requirements and to make the vehicle as comfortable as possible, and there is no doubt that they have succeeded. In two cases the coaches are actually leading the pleasure cars.

The ideal that has been sought is to produce a vehicle on a large scale which will be a replica of the most comfortable and luxurious private pleasure car. Size within reasonable limits does not limit controllability of a road vehicle, and there is no reason why the acceleration of the coach, and its steering and braking should not be as good as any ordinary private car.

No More Nasty Lorries In addition the day of the ugly rumbling noisy lorry is over. Because a vehicle has to carry a heavy load there is no real reason for it to have an ugly high chassis, and to thunder about the roads making a thorough nuisance of itself.

In many lorries at Olympia this year the fashionable high radiator on private car lines has been adopted. Four-wheel brakes power assisted, are just as important a fitment for the lorry as for the private car, while light steering and a flexible engine make for transport efficiency.

Even in the very largest classes refinements have been introduced. Safety and reliability have been particularly studied. This can be seen even in the design of the chassis frame.

In the case of the lorry this is still generally straight from front to back with cross members of pressed steel, but in the case of the passenger chassis real attempts have been made to keep the centre of gravity low and the frame is generally upswep over one or both axles, while tubular cross members are used in a number of cases.

CAR BRAKES

Make Travel Safer To-day

In spite of higher road speeds, motor car travel is safer to-day than a few years ago, according to automobile traffic authorities, because the driver of the modern car has more powerful brakes at his command.

For example, one of the most powerful and speediest cars on the market, Pierce-Arrow's new Straight Eight, can be brought from a speed of 40 miles an hour to a stop within a distance of 54 feet. In former years more than twice that distance would have been required.

The four-wheel brakes on the new Pierce-Arrow Straight Eight have brake drums of record size. They have an area of 356 square inches, 57 per cent. greater than those of previous models. Three shoes, operated mechanically, expand internally against 93 per cent. of the drum surface which is 50 per cent. more than most cars. The design of the shoe is such that the braking effort automatically multiplies itself; the pedal required is so slight that the full strength of the brakes can be applied by the pressure of a man's thumb. The brake shoes are completely enclosed and protected from dirt and water.

PUBLIC SAFETY

Enforcing A Reasonable Pace

Opening the Commercial Motor Transport Exhibition at Olympia, Mr. Morrison said he hoped that manufacturers were not spending too much money on securing speeds of sixty to seventy miles an hour for motor-coaches, because, if so, he was afraid that the money was being wasted. It was obviously unthinkable that these speeds could be allowed on ordinary roads, and whilst he was not temperamentally a stick-in-the-mud in these matters, everybody had better appreciate that steps would be taken to enforce reasonable speeds on such vehicles consistent with the public safety and the rights of other road users.

He said that, not because he wished to discourage progress and enterprise, but because he was very anxious that nobody should waste money in achieving things which would not be allowed to be effective on ordinary roads.

Growth of Motoring

One of the outstanding economic facts of the trade depression period, he proceeded, was that when industry as a whole was having a thin time there had been a rapid and continuous development in the manufacture and use of British commercial goods, vehicles, and the larger types of public service passenger-carrying vehicles. Britain had led the world in transport by sea and by rail, and we were now making strides towards predominance in the air and on the road. British commercial vehicles were second to none, according to calculations based upon actual experience and cold fact.

It would be a bad day for British transport when it was assumed that there was inevitable and permanent conflict between rail and road as means of transport. What we had got to do was to secure the use of the best means of transport for the purpose in hand. Any Government who stood by and allowed the reckless building up of an excess provision of transport facilities would be making trouble for labour, industry, and the taxpayer in the future.

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BUICK

with New Steering
Shock Eliminator

114" Wheelbase Marquette M modelsG\$1,470 to G\$1,600
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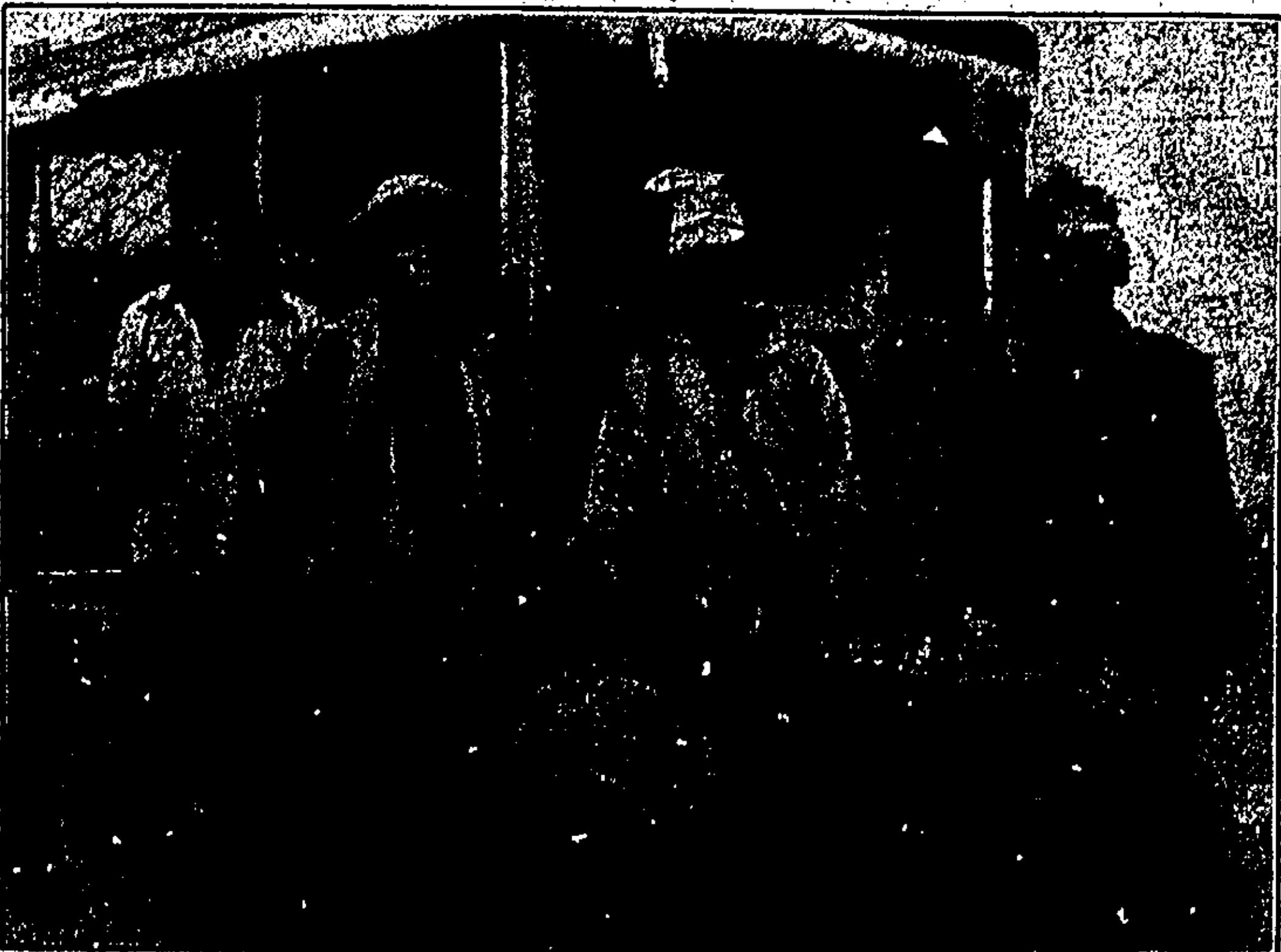
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Spare Parts
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etc., etc.



Electric
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etc., etc.



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China Mail

Thursday, December 12, 1929.
Eleventh Moon, 12th Day.

ESTABLISHED
1845

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中華民國已巳年十一月十號

HONG KONG, THURSDAY, DECEMBER 12, 1929.

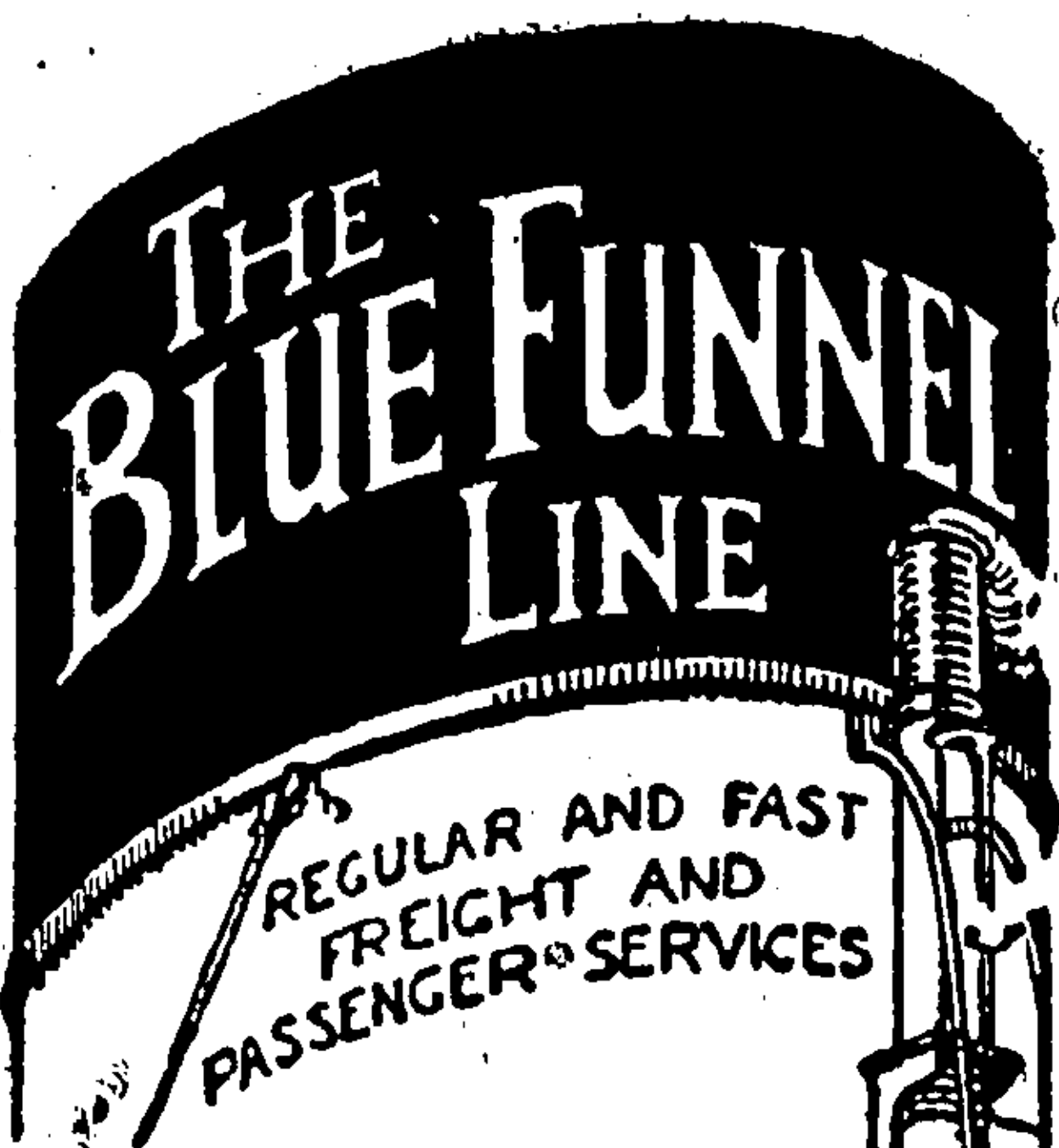
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Sails at daylight.

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"TYGER" 14th Dec. Victoria, Vancouver & Seattle
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INWARD SERVICE.

"BELLEROPHON" Dec. 23rd Dec. For S'hai, M'Isles, Kobe & Y'hama.
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POST OFFICE NOTICE.

RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Office. No charge is made for this. From 15th December to 5th January inclusive radiotelegrams conveying Christmas and New Year Greetings will be accepted for transmission to Canada and the United States of America. For rates and other particulars apply to the Radiotelegraph Office.

INWARD MAILS

From THURSDAY, DECEMBER 12.

Shanghai and Amoy Luchow
Amoy Takliwa
Straits Jeypore
Japan Sydney Maru
Canada (Victoria, B.C., Nov. 23), U.S.A.,
Japan and Shanghai Empress of Asia

FRIDAY, DECEMBER 13.

Japan Dakar Maru
Japan and Shanghai Hakone Maru
SATURDAY, DECEMBER 14
Shanghai and Swatow Shantung
Japan Muroan Maru
Europe via Negapatam (Letters only, London, Nov. 14) Hongkong

OUTWARD MAILS

For THURSDAY, DECEMBER 12.

Manila Empress of Asia .. 3.30 p.m.
Manila, Australia (except Thursday Island, Port Darwin and Cairns) and New Zealand via
Brisbane

Sydney Maru
(Due Brisbane, Dec. 27.)
Registration Dec. 12, 4.15 p.m.
Letters 5 p.m.
Shun Chih 4.30 p.m.
Kwong Sang 5 p.m.

FRIDAY, DECEMBER 13.

Port Bayard Tai Pao Sek 12.30 p.m.
Formosa Banderan 1.30 p.m.
Shanghai Antenor 2.30 p.m.
Tourane Chung-Kong 4.30 p.m.

Hakone Maru
(Due Marseilles, Jan. 12, 1930.)
G.P.O.

Registration Dec. 13, 4.30 p.m.
Letters Dec. 14, 9 a.m.

SATURDAY, DECEMBER 14

Holhow, Pakhoi, Haiphong and
Wuchow via Pakhoi Chengtu 8.30 a.m.
Japan and Victoria, B.C. Teucer 8.30 a.m.
(Due Victoria, B.C., Jan. 8, 1930)
and "Europe via Siberia")
Registration Dec. 14, 9.45 a.m.
Letters 10.30 a.m.

Straits and Calcutta Takliwa
Pacela Dec. 14, Noon
Letters 1 p.m.
Amoy Ankang 5 p.m.

*Subscribers' correspondence only.

CONVICTS MUTINY IN U.S. STATE PRISON

GOVERNOR & WARDERS HELD AS HOSTAGES

TROOPS RESTORE ORDER

Auburn, New York, Yesterday. A serious riot has broken out in Auburn State Prison. The convicts are reported to be in complete control, holding the Governor in hostage. Police, firemen and troops are rushing to the scene.

Later. Three convicts and one warden have been killed and one warden wounded. The outbreak is one of the most desperate for many years. A gang of long term convicts mutinied and shot the head keeper and seized the Governor and seven warders as hostages, whom they threatened to shoot dead if they were not granted the freedom of the prison.

Telephone wires have been cut, so it is impossible to communicate with the outside world, but eventually hundreds of State troopers, police, and National Guardsmen, equipped with the full panoply of war, were brought up and quelled the outbreak after four hours desperate fighting.

This is the second outbreak at Auburn in six months. In the course of the mutiny last July four warders were shot and two convicts killed.—Reuter's American Service.

Twelve Dead

New York, To-day. It is unofficially estimated that twelve are dead in the prison mutiny, six of whom were killed by machine guns.—Reuter's American Service.

DRIZZLE OR MIST

To-day's weather report from the Royal Observatory states:-

A feeble, anti-cyclone is central over the Sea of Japan and a shallow depression over S.W. China.

Moderate to light variable winds over the N. China Sea with coastal fog.

Forecast:-E. or variable winds, moderate to light, generally overcast; some drizzle or mist.

THE NAVAL BASE

NO NEW ORDER FOR STOPPAGE

BETTER OUTLOOK

AIR BASE AND DOCK NOT AFFECTED

London, Yesterday. In the House of Commons to-day, answering questions, Mr. Tom Shaw stated that the War Office had followed the Government's policy and had been slowing down and suspending work on the Singapore

Degrees
Temperature, 10 a.m., to-day 67
Temperature, 4 p.m., yesterday 68
Humidity, 10 a.m., to-day 88
Humidity, 4 p.m., yesterday 76

Base. No new orders had been given, and the work was retarded or suspended where possible.

THE FLOATING DOCK

Mr. A. V. Alexander, First Lord, said that the new floating dock at Singapore base had been utilised. It was not proposed to move it to some other port during the suspension period. The decision to suspend work on the base did not involve any transfer or discharge or the disbandment of any personnel directly controlled by the admiralty. No notice of suspension had been given to the contractors, but the Admiralty had been communicating with them in regard to slowing down. The decision to suspend work on the Singapore base did not involve the closing down of anti-malaria measures in the neighbourhood of the base.

THE AIR BASE

London, Later. Mr. Mortague stated that so far £270,000 had been spent on the air base at Singapore. £300,000 was

PLOT TO SMUGGLE ARMS TO CHINA

BROKEN CASES BETRAYED GERMAN EX-OFFICERS

HEARD IN CAMERA

Berlin, Yesterday. Four merchants and two ex-officers are on trial in camera at Kiel on a charge of attempting to smuggle 8,000,000 rounds of ammunition into China in violation of the law prohibiting the export of war material. The case of ammunition, which came from the old Reichswehr stores, which were scrapped, were placed aboard a steamer at Kiel, marked "machinery." The plot was discovered owing to the case breaking and revealing its contents.—Reuter.

DOMINION STATUS

Rugby, Yesterday.

In the House of Commons to-day the Under-Secretary for the Dominions Mr. D. Lunn, was asked whether any change in the status of the Dominion High Commissioners in London was proposed. He assumed that the question related to the functions to be performed by the High Commissioners in relation to the Government here. This was a matter for each of the Dominion Governments concerned. His Majesty's Government in the United Kingdom were most willing to accord to the High Commissioners in this respect whatever position their Governments might desire they should occupy.—British Wireless Service.

required for the completion of facilities, providing they would serve not only local defence, but the maintenance of British air communications in the Far East, shore trade, and the repair of equipment of air units allocated to the naval forces in those waters. The strength of the air forces, which would be normally maintained at Singapore, as at present contemplated, would be one squadron of land machines and one squadron of flying boats, excluding any fleet air arm units which might occasionally be disembarked there. No change would be made as a result of the decision to suspend work on the Naval base.—Reuter.

A DRAMA OF THE FROZEN NORTH



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TO-DAY TO SATURDAY
At 2.30 & 7.15 Interpreter
At 5.15 & 9.15 Full Orchestra

CHINA LIGHT AND POWER CO.

FINAL DIVIDEND OF NINE PER CENT.

SURPLUS PROFITS \$100,000

The Board of Directors of the China Light & Power Co. (1918) Ltd., have resolved to recommend at the annual meeting of the Company to be held on December 21, a final dividend of nine per cent. In respect of the financial year ended September 30, 1929, making a total dividend for the year, including the interim dividend of 5 per cent. declared last March, of fourteen per cent. A final dividend of 9 per cent. will represent a return of 45 cents per share on the "Old Shares and 10.73 cents per share on the 1929-Issue Shares allotted on July 5, 1929.

After payment of a final dividend of 9 per cent. the surplus profits, including the amount brought forward from last year, will amount to about \$100,000.

A HEATED SCENE

French Premier And "Splitting Hairs"

Paris, Yesterday.

A heated scene occurred in the Chamber during debate on the War Ministry estimates. M. Tardieu denounced the Left opposition for hair splitting, and declared "If you want a battle, we accept it" on a subsequent division which the Premier said was made a test of confidence. The Government had a majority only of 82.—Reuter.

NO R.M.S.P. DIVIDENDS HALF YEARLY

ATTACKS ON COMPANY RESULT IN HEAVY LOSSES

AUDITORS' REPORT

London, Yesterday. The Directors of the Royal Mail Steam Packet Company have resolved not to pay half yearly dividends, Preference stocks or an interim on ordinary stock. The notification adds that Lord Kylsant, the Chairman, informed the Directors that the attacks made on the Company, and the publicity they had received, had resulted in a heavy fall in the market value of shares and debentures.

The auditors, Messrs. Price Waterhouse, Company, have been instructed to examine the position, and have now reported that the profits of the group in 1928, after payment of debenture and other interest, exceeded £3,400,000. The results of 1929 are expected to be very similar.

Reference is made to the ample provision in respect of depreciation, also the reserves, which exceed £7,000,000. A trade facilities loan of £2,550,000 to the R.M.S.P. Meat Transports, which the R.M.S.P. have guaranteed, is repayable in the autumn of 1930, and, as public attacks have at present rendered the issue impracticable, application is to be made for an extension of the period of repayment. Suspension of dividends, meanwhile, has been decided in order to conserve cash resources. There has recently been a very severe fall in R.M.S.P. stocks.—Reuter.

TO-DAY TO FRIDAY
at 2.30, 5.30, 7.20 & 9.20 p.m.

SWEET NELL OF OLD DRURY—
pretty, enticing, warm-blooded, reckless, generous, gay, tender and, in her every mood, adorable! Now the intimate details of her life and love are revealed upon the screen in a sumptuous entertainment of intense appeal!

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English Revue Artist in favourite song numbers including "The Breakaway" 2 "Sonny Boy" 3 "Good Little Dad Little You"

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